

OVERLAND CHINA MAIL
(PUBLISHED EVERY
MAIL DAY.)
Contains the Weekly News
of Hongkong and the
Far East.
Prices (including Postage) to
any part of the world,
\$13 per annum.

The China Mail.

ESTABLISHED 1845
Barometer 29.65 Rainfall 0.16 inch Humidity 59.

YOUR PRINTING
can safely be left with the
CHINA MAIL.
SATISFACTION ASSURED.
RESPONSIBLE PRICES.

May 31, 1921, Temperature 51.

May 31, 1920, Temperature 75

No. 18,272

二拜禮

號一廿月五年一十二百九千一英

HONGKONG, TUESDAY, MAY 31, 1921.

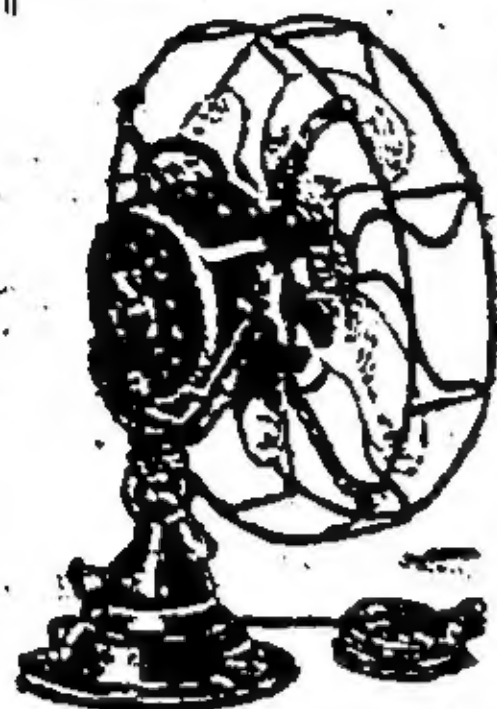
日四廿月四酉辛大歲年十國民華中

PRICE \$3.00 Per Month.

BUSINESS NOTICES

FANS.

BE PREPARED FOR THE HOT WEATHER.
BUY NOW.



LARGE STOCKS.

THE GENERAL ELECTRIC Co. (of China), Ltd.
Queen's Buildings. Tel. 518.

DRAGON MOTOR CAR CO.

(THE EUROPEAN GARAGE)
Open and Closed
CARS FOR HIRE
TEL. 482. in Hongkong and Kowloon. TEL. 3552.

Dana Textile Driving Belts,
Cycloid Ball Bearings,
Electric Motors,
Scientific Instruments.

FROM

THE DANISH CHINESE COMMERCIAL CO., LTD.

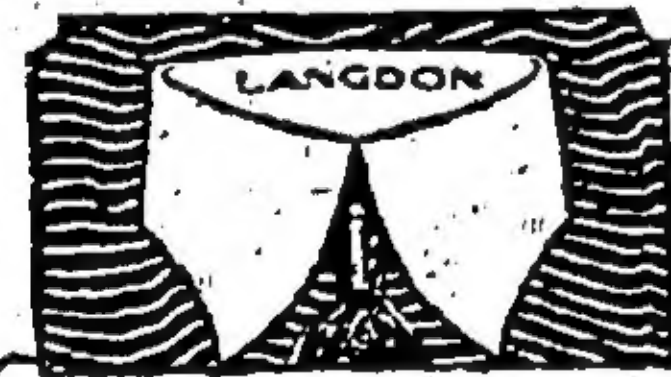
1A, Chater Road.

YEE SANG FAT CO.

Just Arrived
LATEST PATTERNS
OF
GENT'S SILK NECKTIES

WITH HANDSOME DESIGNS
ATTRACTIVE COLOURS.

IDE COLLARS



The Newest of the New

SOLD BY

YEE SANG FAT CO.

THE ISLE OF SKYE LIQUEUR
"DRAMBUIE"
A LINK WITH THE "45."

OBTAINABLE AT:
CALDBECK, MACGREGOR & CO., LTD.
15, QUEEN'S ROAD CENTRAL. TEL. 75.

EXPERIENCE

has taught us that it is wise
WHEN BUYING A WATCH
to consider quality before price.
We have a stock of Pocket and
Wrist Watches of quality
THAT SATISFY!

J. ULLMANN & CO.
FRENCH FIRM. Est. 1882.

TO-DAY'S CABLES.

(Reader's Service to the China Mail)

THE DERBY.

AMENDED LIST OF RUNNERS.

LATEST BETTING.

LONDON, May 30.

Probable runners for the Derby are now as follows: Goldendale (—), Pucka Sahib (Winter), Craigiegan (F. Bullock), Alan Breck (A. Balding), Englehawk (F. Leach), Westward Ho (A. Smith), Highlander (Holme), Hill Country (Griggs), Hummerist (Donoghue), Polymestor (Slatwell), Polemarch (Jelliss), Roman Fiddle (Lange), Lemonoret (Childs), Leighton (Beary), Granary (U. Smyth), Syrian Prince (—), Balthazynus (Cooper), Bohemian (O'Neill), Le Traquet (Garner), Alados (—), Our Prince (Walsby), Beauregard (Strydom), Golden Myth (Speck), Granite (Whalley), Pride of Ulster Sirrah (Barnett) (Sharpe), Franklin (Piper), Bright Orb (—), and Gloriosa (—).

The following have been scratched: Hill Country, Plato, Yellow Dwarf, Sunblaze, and Bluecloud.

LONDON, May 30.

The betting on the Derby is 4-1 Craigiegan; 11-2 Alan Breck and Leighton; 10-9 Lemonora; 20-1 Highlander; 25-1 Pucka Sahib; 33-1 Granely; 40-1 The Bohemian and Le Traquet; and 66-1 Goldendale.

On May 23 the betting was as follows: 85-20 Alan Breck; 9-2 Craigiegan; 5-1 Leighton; 10-12 Lemonora; 10-9 Hummerist; 25-1 Highlander; 33-1 Bohemian, Goldendale, Pucka Sahib; and 50-1 Roman Fiddle. On May 27 it was as follows: 7-2 Craigiegan; 5-1 Leighton; 8-1 Hummerist and Lemonoret; and 20-1 Pucka Sahib.

COAL DISPUTE.

COMPULSORY ARBITRATION NOT TO BE ENFORCED.

SENSATION IN COMMONS.

LONDON, May 30.

As a result of the statement made by representatives of the miners on Saturday it was universally understood that the Government contemplated compulsory arbitration in the event of the parties not agreeing. Hence there was a sensation in the House of Commons at question time to-day when Mr. Lloyd George denied that he had informed the miners' executive that if it did not accept the Government's proposals legislation would be passed to compel them to submit to arbitration. The Premier added that the words compulsory arbitration were not even mentioned in the whole proceedings. He hoped that at future conferences no unauthorized communications would be sent to the Press.

GOVERNMENT'S PROPOSALS REJECTED.

LONDON, May 30.

The Scottish and South Wales executives have recommended rejection of the Government's proposals.

LADIES' GOLF.

BRITISH CHAMPION BEATS AMERICAN CHAMPION.

LONDON, May 30.

Another American bid for British sporting honours has failed, Miss Cecil Leitch, the British champion, beating Miss Alexa Stirling, the American champion, 3-2 in the first round of the Ladies' Open Golf Championship at Turnberry.

MEMORIAL DAY.

SERVICE AT ST. PAUL'S CATHEDRAL FOR FALLEN.

LONDON, May 30.

Earl Haig, Admiral Sims, the American Ambassador and many American and British officers, attended St. Paul's Cathedral service for American soldiers and sailors buried in British soil. Afterwards a bust of Washington, the gift of the American people, was unveiled in the crypt.

WASHINGTON, May 30.

President Harding, in a Memorial Day address, declared "our first duty is to our own and in the measure of its performance we will find time to gauge our capacity to be helpful to others."

FIRST TEST MATCH.

AUSTRALIA WINS BY TEN WICKETS.

LONDON, May 30.

In unsettled weather before 18,000 spectators, with a slow wicket, the Australians made 232 runs, scoring slowly. The fielding was poor. Woolley took three wickets for 46 runs.

England made 147 runs. Knight made 38 and Woolley 34. McDonald took five wickets for 32 runs. The fielding was splendid. Australia made 30 runs for the loss of no wickets, and won by ten wickets. Kent beat Northants by 284 runs.

NAVAL ARMAMENTS.

BRITAIN AWAITING AMERICA'S NEXT MOVE.

LONDON, May 30.

In the House of Commons, replying to Commandr. Kenworthy with regard to the American Senate's passing Senator Borah's resolution on May 26, Mr. Lloyd George said that he had not yet received an invitation from President Harding to attend a conference on the limitation of naval armaments.

Replying to a question whether meanwhile further British naval construction could be stopped, the Premier said that he did not think that had been done anywhere in the world. Everything would depend on whether Senator Borah's resolution was put into operation.

Commandr. Kenworthy suggested that in view of the strength of our naval position we could afford to lead the way in stopping construction.

Lord Curzon pointed out that Senator Borah's resolution did not refer to ships being constructed.

The Premier agreed.

[A Washington message dated May 26 stated:—The Senate unanimously adopted an amendment to the Naval Appropriation Bill requesting President Harding to invite Britain and Japan to join the United States in a disarmament conference.]

THE DOLLAR.

To-day's closing rate 2/6 1/8
To-day's opening rate 2/6 1/8

ASSAULT CHARGES.

BARRISTER'S COMPLAINT.

FINES FOR EUROPEANS: JAIL FOR CHINESE.

"AN OBNOXIOUS SUGGESTION."

At the Magistrate's to-day, Mr. F. C. Jenkin, instructed by Mr. Leo D'Almeida, applied to Magistrate Orme for a re-hearing of the case in which two members of the Salt Fish Dealers' and Employees' Guild were sentenced to one month's imprisonment without the option of a fine for an assault in which intimidation for trade union purposes was alleged. The case was concluded on Saturday last.

Mr. Jenkin said he wished to ask the Magistrate to reconsider the case and impose a fine. The grounds of the application were based on the claim of his clients that they should be accorded, if not the same, then treatment as similar as possible to that meted out to Europeans. Taking the police version as being the more trustworthy, Mr. Jenkin claimed that the defendants, being slightly intoxicated, handled a man somewhat severely, so that when the police saw him his coat was torn and he had a few bruises. In Mr. Lindell's Court, on the previous day, two Europeans were fined \$5 and ordered to pay \$5 compensation for an assault of which the circumstances were that one of them, for no purpose whatsoever, assaulted a passenger in a passing ricksha, hit him on the head and threw him in the gutter, and, not satisfied with that, assaulted the ricksha coolie also. In this case, also, the defendants were stated to be slightly intoxicated.

Mr. Jenkin submitted that sentences should be subject to some sort of standardisation and that within 24 working hours such dissimilarity of treatment should not occur. Discrimination between Europeans and natives in assault cases had reached a stage when he submitted, most respectfully, that it was time some notice was taken.

The Magistrate said he could soon give the grounds for the sentence imposed. The circumstances in the Salt Fish Guild case indicated an intention to cause damage to the peace, good order and well-being of the public. As to the other case mentioned by Mr. Jenkin, Mr. Orme said that had not been tried by him. The object of sentences was to act as a deterrent upon crime and he could explain why Europeans received such light sentences: they were not numerous and easily controlled. The Chinese were more numerous and neither easily accessible nor easily controlled. Any suggestion that there was discrimination between Chinese and Europeans was obnoxious and he emphatically repelled it. Punishments were merely deterrents and in the case of Europeans it was possible by means of fines to control them.

Mr. Jenkin remarked that his clients were not convicted of intimidation but only of assault. If the Magistrate was not prepared to reconsider the case himself, he asked leave to appeal to a full court by way of rehearing. He desired to appeal against the sentence as being against the weight of evidence. He submitted that his Worship brushed aside evidence which proved conclusively, if believed—and there was no indication from the Bench that the evidence was disbelieved—that the complainant was grossly perjured himself. "Your Worship put it to me," said Mr. Jenkin, "that all Chinese witnesses are guilty of exaggeration: that may or may not be so, but I do not know at what point your Worship stops treating evidence as exaggeration, as utterly untrue. You said in effect, here are two men or either side swearing the contrary: let us brush their evidence aside and get on with the case. I put it that mentally speaking, you rejected evidence that was credible and which, being rejected, left the story of the complainant and his master inadequate as the basis for the imposition of so severe a sentence."

The Magistrate: I must remind you, Mr. Jenkin, that two people were convicted and one was discharged, being given the benefit of the doubt. The man convicted admitted the assault; I should like to hear your arguments on that.

Mr. Jenkin: I submit that the sentence was too severe. Furthermore, if a man apprehends an assault and seizes the other man who in the struggle gets damaged, I do not know that the law warrants in those circumstances, imprisonment for a month without the option.

The Magistrate said he would consider that point and would notify his decision.

BUSINESS NOTICES

FEATURING

GENTS'

HEADWEAR.

SUN HELMETS. Patent White Sun Helmets, Hawker, Truss, and Allwoods. Special Sunproof and Waterproof Tepees. Prices \$11.50, \$13.50, \$18.50, and \$25.00 each.

DOUBLE TERRAIS. All-wool Grey Felt Double Terrai Hats, with Grey Band or Fancy White or Fancy Grey Fugarees, leather headband and White Silk lined. Price \$35.00 each. Cheaper Grade \$22.50 each.

FELT HATS & VELOURS. Exceptionally Smart Smooth Soft Felt Hats in Dove Grey, with Grey or Black Band. Also in Dark Grey Rough Felt, Band to match \$18.50 each. Cream Velours, with Black Silk Band, lined White Silk \$25.00.

STRAW HATS. Henry Heath's & Truss' light weight Straw Hats with double plait or single brims and all fitted with adjustable, and elastic headbands. \$5.50 to \$7.50 each.

MACKINTOSH & Co., Ltd. Men's Wear Specialists. 16 Des Voeux Rd. Phone 29.

WE ARE NOW CARRYING
STOCKS OF HIGH CLASS
DUTCH HAVANA CIGARS

THE PHARMACY

22, Queen's Road. Tel. 345. Tel. 345

"ENSIGN BRAND" TEAS.

BROKEN-PEKOE (IT'S WORTH DRINKING).

THE FINEST OF ITS KIND
SOLD IN THE COLONY.

One-pound Packets from Store-keepers,

The Blue Bird and

The Grasco Egyptian Tobacco Store.

Or from

The Gledale & Terramia Tea Agency.

DANIELS & CO., 17, Wyndham (Flower) Street.



EVERYTHING IN THE

SWIMMING LINE

FOR

LADIES and GENTS

INCLUDING

VEST, BONNETS, WINGS,

TOWELS, SHOES, Etc.

Get ready for the Swimming Season
By equipping yourself

AT

THE SINCERE CO., LTD.

"HONGKONG EMPORIUM"

FANCY DYEING,
DRY CLEANING.

DISS BROS.

TAILORS

ALEXANDRA BUILDING
TEL. 2342

DONNELLY & WHYTE.

WINE MERCHANTS.

Tel. 684.

Tel. 634.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction, on

THURSDAY, June 2, 1921, commencing at 2.45 p.m. at No. 10, Middle Road, Kowloon.

A Large Quantity of Valuable Household Furniture, (Full Particulars from Catalogue).

On view from Wednesday, the 1st June, 1921.

Terms: Cash on delivery.

LAMMERT BROS., Auctioneers.

Hongkong, May 28, 1921.

THE Undersigned have received instructions from the Liquidator of the Central Marine & Shipping Co. Ltd. to sell by Public Auction, on

THURSDAY, June 16, 1921, commencing at 11.30 a.m. on the Premises of the

Lin Ma Hang Mine, Lin Ma Hang.

The Whole of the Machinery and Plant of the above mine.

Comprising:—

1 Six Stamp Battery,
1 Ore Crusher,
1 Willey Table,
1 Monarch Table,
1 Hydra Lifter Classifier,
1 Hopewell.

Shafts, Belting, Pipe Line, Pump Wheels, etc., etc.

(To be sold in one lot.)

Terms: Cash on delivery.

LAMMERT BROS., Auctioneers.

Hongkong, May 28, 1921.

Palace Motor Co., Ltd.

Phone Central 644
Western Branch 2148
Kowloon Branch 2307

New Cars For Hire & For Sale.
Private Cars garaged.
Repairing Cars a Speciality.

FARES FOR PUBLIC VEHICLES.

CHAIRS.

I.—In Victoria, with two Bearers.
Quarter hour, 10 cents
Half hour, 20
One hour, 35
Two hours, 50
Three hours, 70
Six hours, 1.00
Day (8 a.m. to 6 p.m.), 1.00.

If the trip is extended beyond Victoria, half fare extra.

Between the hours of 8.30 p.m. and 6 a.m. the above fares shall be increased by 50 per centum.

II.—Beyond Victoria, with four Bearers.

Hour, 0.60 cents
Three hours, 1.00
Six hours, 1.50
Day (6 a.m. to 6 p.m.), 2.00

III.—In the Hill District.

With 2 Bearers With 4 Bearers.
Quarter hour, \$0.15 \$0.20
Half hour, 0.25 0.40
One hour, 0.35 0.60
Two hours, 0.50 0.90
Three hours, 0.70 1.00
Six hours, 1.00 1.50
Day (6 a.m. to 6 p.m.), 1.50 2.00

RICKSHAS.

I.—In the Island of Hongkong, if engaged in Victoria.

Ten minutes, 5 cents
Quarter hour, 10
Half hour, 15
One hour, 20
Every subsequent hour, 20

Note.—If the ricksha, be engaged within the City of Victoria, and be discharged outside the Western part of the City of Victoria after 9 p.m., or be discharged to the East of Bay View Police Station on the Eastern side of the City of Victoria after 9 p.m., an extra half fare shall be chargeable.

II.—In Kowloon.

Quarter hour, 5 cents
Half hour, 10
Hour, 15
Every subsequent hour, 10

III.—Tsing Tsao Road.

Twenty cents shall be added for each extra hour or part of an hour if the hire causes the journey to take longer than—

to 4th mile—

single 75 cents—1 hour, return \$1.00—2 hours.

Beyond 4th to 6th mile—

single \$1.00—2 hours, return \$1.50—4 "

Beyond 6th to 8th mile—

single \$1.75—2 hours, return \$2.50—4 "

Beyond 8th to 10th mile—

single \$2.00—2 hours, return \$3.00—4 "

Fares for journeys beyond the 10th mile to be a matter of previous arrangement in each case.

The fares here set out to apply to one ricksha with three coolies from Tsing Tsao Road.

INTIMATIONS

YOU CANNOT AFFORD TO BE WITHOUT THEM.

JUST received a large Consignment of (1) LACTOGEN the most digestive food for Infants which keeps good in quality during hot weather (2) LACTOSE (Milk Sugar) for sweetening the foods of Infants and Dyspeptics (3) MILFORD-MCGRAITH FLUID INSECTICIDE the best fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days, and (4) JOHN CARILL'S GOLDEN FLEECE, MAGIC and CINDERELLA SOAPS for keeping everything clean in Houses.

PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

SHIU FUNG TAI & CO., Sole Agents for Hongkong and South China, 44, 45 & 46, Cross Street, Singapore, Telephone Nos. 122

理代泰豐

Just Received

Nice Assortment of FINE ART PICTORIAL POST CARDS

Types of Beauties, Children, etc., etc., at 75 cents per dozen.

GRACA & CO., Dealers in Post Cards, Postage Stamps, Garden Seeds, Toys, etc.

No. 10, Wyndham Street, P.O. Box 520, Hongkong

CHERRY & CO., PEDDER STREET, Opposite Hongkong Hotel

Telephone No. 491, Hongkong, March 24, 1914.

TANG YUK, DENTIST, Successor to the late SIEN TING, 14, d'Almeida Street.

TERMS VERY MODERATE. CONSULTATION FREE.

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

Westinghouse

ELECTRICAL APPARATUS FOR EVERY PURPOSE

This trade mark is the guarantee of dependable electrical equipment.

Where the Light Comes From

A modern miracle! One after another a million points of light spring into being until the whole city is radiant with an illumination second only to that of the sun itself.

From the bulb of the lamp back to the original source of power there is no machine that does not owe something of its past development and present perfection to Westinghouse Electric.

For Westinghouse Electric makes the transforming apparatus by which the electric current is raised to the tremendous voltage—which is necessary for its transmission over great distances, and reduced again to the low voltage at which it is translated into light.

It makes the great generators in the Central Station in which the current had its birth.

It makes the marvelously efficient steam turbines that drive its generators.

It makes the automatic stokers, feeding coal under the boilers that save human labor and assure better combustion.

Every step of the long evolution—stoker, turbine, generator, alternating current, and transformer—represents a distinct Westinghouse contribution to the great result—light in a dark house for the greatest possible number of people at the lowest possible cost.

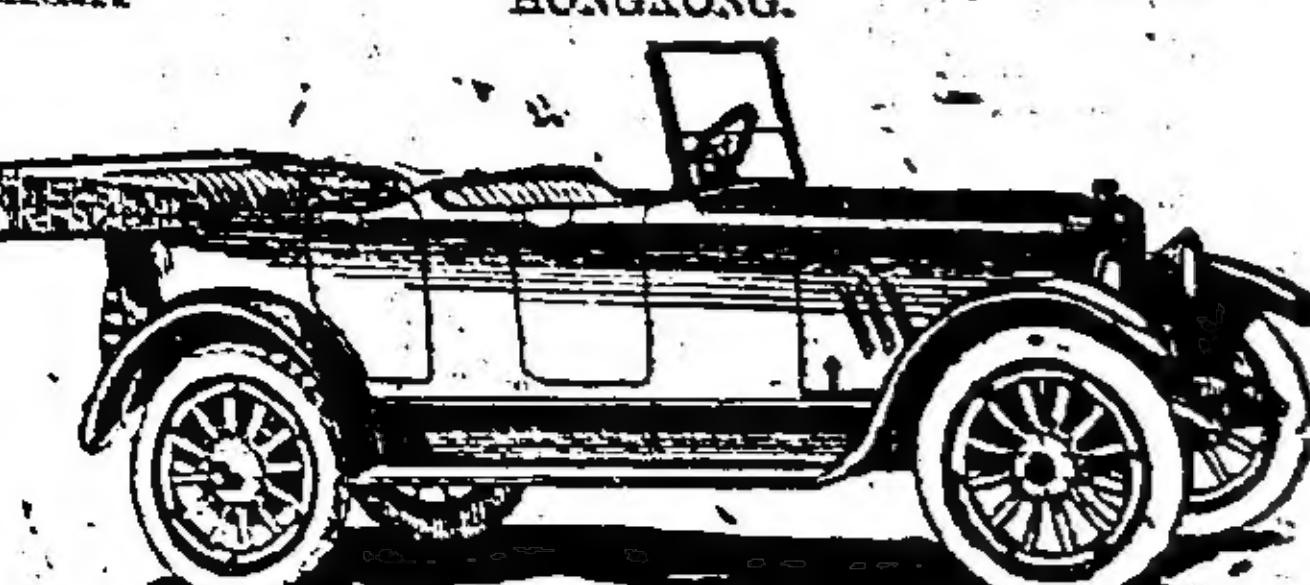
Westinghouse Electric International Co.

New York
Sole Agents in China
CASTOR WILLIAMS & WIGMORE & CO. CORPORATION
22 Broadway, New York
Sole Agents in Hongkong
SHEWAN TOMES & CO. LTD.
101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999, 1001, 1003, 1005, 1007, 1009, 1011, 1013, 1015, 1017, 1019, 1021, 1023, 1025, 1027, 1029, 1031, 1033, 1035, 1037, 1039, 1041, 1043, 1045, 1047, 1049, 1051, 1053, 1055, 1057, 1059, 1061, 1063, 1065, 1067, 1069, 1071, 1073, 1075, 1077, 1079, 1081, 1083, 1085, 1087, 1089, 1091, 1093, 1095, 1097, 1099, 1101, 1103, 1105, 1107, 1109, 1111, 1113, 1115, 1117, 1119, 1121, 1123, 1125, 1127, 1129, 1131, 1133, 1135, 1137, 1139, 1141, 1143, 1145, 1147, 1149, 1151, 1153, 1155, 1157, 1159, 1161, 1163, 1165, 1167, 1169, 1171, 1173, 1175, 1177, 1179, 1181, 1183, 1185, 1187, 1189, 1191, 1193, 1195, 1197, 1199, 1201, 1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1219, 1221, 1223, 1225, 1227, 1229, 1231, 1233, 1235, 1237, 1239, 1241, 1243, 1245, 1247, 1249, 1251, 1253, 1255, 1257, 1259, 1261, 1263, 1265, 1267, 1269, 1271, 1273, 1275, 1277, 1279, 1281, 1283, 1285, 1287, 1289, 1291, 1293, 1295, 1297, 1299, 1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317, 1319, 1321, 1323, 1325, 1327, 1329, 1331, 1333, 1335, 1337, 1339, 1341, 1343, 1345, 1347, 1349, 1351, 1353, 1355, 1357, 1359, 1361, 1363, 1365, 1367, 1369, 1371, 1373, 1375, 1377, 1379, 1381, 1383, 1385, 1387, 1389, 1391, 1393, 1395, 1397, 1399, 1401, 1403, 1405, 1407, 1409, 1411, 1413, 1415, 1417, 1419, 1421, 1423, 1425, 1427, 1429, 1431, 1433, 1435, 1437, 1439, 1441, 1443, 1445, 1447, 1449, 1451, 1453, 1455, 1457, 1459, 1461, 1463, 1465, 1467, 1469, 1471, 1473, 1475, 1477, 1479, 1481, 1483, 1485, 1487, 1489, 1491, 1493, 1495, 1497, 1499, 1501, 1503, 1505, 1507, 1509, 1511, 1513, 1515, 1517, 1519, 1521, 1523, 1525, 1527, 1529, 1531, 1533, 1535, 1537, 1539, 1541, 1543, 1545, 1547, 1549, 1551, 1553, 1555, 1557, 1559, 1561, 1563, 1565, 1567, 1569, 1571, 1573, 1575, 1577, 1579, 1581, 1583, 1585, 1587, 1589, 1591, 1593, 1595, 1597, 1599, 1601, 1603, 1605, 1607, 1609, 1611, 1613, 1615, 1617, 1619, 1621, 1623, 1625, 1627, 1629, 1631, 1633, 1635, 1637, 1639, 1641, 1643, 1645, 1647, 1649, 1651, 1653, 1655, 1657, 1659, 1661, 1663, 1665, 1667, 1669, 1671, 1673, 1675, 1677, 1679, 1681, 1683, 1685, 1687, 1689, 1691, 1693, 1695, 1697, 1699, 1701, 1703, 1705, 1707, 1709, 1711, 1713, 1715, 1717, 1719, 1721, 1723, 1725, 1727, 1729, 1731, 1733, 1735, 1737, 1739, 1741, 1743, 1745, 1747, 1749, 1751, 1753, 1755, 1757, 1759, 1761, 1763, 1765, 1767, 1769, 1771, 1773, 1775, 1777, 1779, 1781, 1783, 1785, 1787, 1789, 1791, 1793, 1795, 1797, 1799, 1801, 1803, 1805, 1807, 1809, 1811, 1813, 1815, 1817, 1819, 1821, 1823, 1825, 1827, 1829, 1831, 1833, 1835, 1837, 1839, 1841, 1843, 1845, 1847, 1849, 1851, 1853, 1855, 1857, 1859, 1861, 1863, 1865, 1867, 1869, 1871, 1873, 1875, 1877, 1879, 1881, 1883, 1885, 1887, 1889, 1891, 1893, 1895, 1897, 1899, 1901, 1903, 1905, 1907, 1909, 1911, 1913, 1915, 1917, 1919, 1921, 1923, 1925, 1927, 1929, 1931, 1933, 1935, 1937, 1939, 1941, 1943, 1945, 1947, 1949, 1951, 1953, 1955, 1957, 1959, 1961, 1963, 1965, 1967, 1969, 1971, 1973, 1975, 1977, 1979, 1981, 1983, 1985, 1987, 1989, 1991, 1993, 1995, 1997, 1999, 2001, 2003, 2005, 2007, 2009, 2011, 2013, 2015, 2017, 2019, 2021, 2023, 2025, 2027, 2029, 2031, 2033, 2035, 2037, 2039, 2041, 2043, 2045, 2047, 2049, 2051, 2053, 2055, 2057, 2059, 2061, 2063, 2065, 2067, 2069, 2071, 2073, 2075, 2077, 2079, 2081, 2083, 2085, 2087, 2089, 2091, 2093, 2095, 2097, 2099, 2101, 2103, 2105, 2107, 2109, 2111, 2113, 2115, 2117, 2119, 2121, 2123, 2125, 2127, 2129, 2131, 2133, 2135, 2137, 2139, 2141, 2143, 2145, 2147, 2149, 2151, 2153, 2155, 2157, 2159, 2161, 2163, 2165, 2167, 2169, 2171, 2173, 2175, 2177, 2179, 2181, 2183, 2185, 2187, 2189, 2191, 2193, 2195, 2197, 2199, 2201, 2203, 2205, 2207, 2209, 2211, 2213, 2215, 2217, 2219, 2221, 2223, 2225, 2227, 2229, 2231, 2233, 2235, 2237, 2239, 2241, 2243, 2245, 2247, 2249, 2251, 2253, 2255, 2257, 2259, 2261, 2263, 2265, 2267, 2269, 2271, 2273, 2275, 2277, 2279, 2281, 2283, 2285, 2287, 2289, 2291, 2293, 2295, 2297, 2299, 2301, 2303, 2305, 2307, 2309, 2311, 2313, 2315, 2317, 2319, 2321, 2323, 2325, 2327, 2329, 2331, 2333, 2335, 2337, 2339, 2341, 2343, 2345, 2347, 2349, 2351, 2353, 2355, 2357, 2359,

WHEN you have pains or lameness in the back bathe the parts with Chamberlain's Pain Balm twice a day, massaging with the palm of the hand for five minutes at each application. Then dampen a piece of flannel slightly with this liniment and bind it on over the spot of pain. For sale by all Chemists and Storekeepers.

MERCURY MOTOR CAR CO.

59-61 Des Voeux Road Central, HONGKONG.



CHINA ADDRESS: "MERCURY" HONGKONG. CORNER WESTERN TRADING CO. LTD. 59-61 DES VOEUX ROAD CENTRAL, HONGKONG. P. K. YOUNG, MANAGER.

TELEPHONE: 1144. CABLE: "MERCURY" HONGKONG. 59-61 DES VOEUX ROAD CENTRAL, HONGKONG. WESTERN TRADING CO. LTD. 59-61 DES VOEUX ROAD CENTRAL, HONGKONG. P. K. YOUNG, MANAGER.

MOTOR PROSECUTIONS.

DANGEROUS SPEEDING.

A MOTOR CAR RACE.

Mr. Leo d'Almada this morning represented the drivers of motor cars Nos. 219 and 164, charged before Magistrate Linsell with speeding to the danger of the public. Mr. d'Almada said that his clients admitted that they were speeding, but were prepared to give an undertaking not to do so again. In view of that he asked for leniency.

Inspector Garrod said that the cars were running together, trying to pass one another. Mr. d'Almada said that both his clients were competent drivers, one of them having driven for 13 years in Australia where he had never met with an accident.

The Magistrate imposed a fine of \$20, each.

DOCTOR IN A HURRY.

Mr. A. E. Hall pleaded guilty in behalf of Dr. S. C. Ho to a charge of speeding car No. 249.

Sergeant Smith said that Dr. Ho was driving the car himself going East to West at about 20 miles an hour and gathering speed as he went. Witness tried to stop the car at the foot of Garden Road, but apparently the doctor did not see him.

The Magistrate: Is there an actual speed limit?

Inspector Garrod: 15 miles.

Mr. Hall said that the reason for speeding was because Dr. Ho had an important case to attend to.

A fine of \$15 was imposed.

HOOTER SOUNDING.

Inspector Aris, of Hongkong Station, charged the driver of motor car No. 95, owned by the Eagle Garage with failing to sound his hooter when making the corner of Taling Street.

The defendant alleged that he sounded the hooter immediately before making the corner.

Inspector Aris said that the defendant's car was behind another. The front car sounded the hooter, but the defendant did not.

The Magistrate pointed out to Inspector Garrod that section 109 under which the defendant was charged provided only for no hooter or a non-serviceable hooter.

Inspector Garrod referred to section 45, but this was found to provide only for slowing down when making a corner. It was then discovered that there was no section dealing with the offence the defendant was charged with, and the Magistrate discharged him.

SPEEDING IN THE CITY.

When the driver of car No. 253 owned by the Star Garage was charged with speeding in Queen's Road Central at 8.20 p.m., on May 21, he said that he brought the car in at 6.10 and did not take it out again that night.

To a further charge of not having a rear light at the same time and place, he also pleaded "not guilty."

Inspector Garrod said that the defendant was travelling East to West at a speed he estimated at 25 miles an hour. Defendant had no rear light, and witness was able to see his number only by the aid of the electric light on the street. The witness shouted to the defendant at the foot of Garden Road to stop, but apparently he did not hear him. The witness walked to the garage and examined the car. The radiator was red hot and even the body of the car was hot. When the rear light was switched on at witness's instructions, it failed to work.

The defendant explained that reason the car was hot was because he had to move it out into the road several times to allow other cars to get out. Inspector Garrod said that on the black board in the garage, 253 was recorded, as having returned at 8.25, only five minutes before the witness got there.

The defendant denied this also. The Magistrate: You are lying. I fine you \$25 on the first charge and \$5 on the other.

SMALL BUT FAST.

Charged with speeding, the driver of motor car No. 175 said his car was a small one and could not go fast.

The Magistrate: It could not exceed the speed limit, 15 miles. It can go 20 miles at the most, but I never run it at that speed.

A fine of \$10 was imposed. Defendant: I have no money.

The Magistrate 14 days then.

For driving the car without a rear light on May 19, and passing a stationary tram car on May 22, the driver of motor car No. 234, who said that on both occasions his master was driving, was fined \$5 on each charge. The fine was paid by his master.

COMPANY MEETING.

PEAK TRAMWAY CO., LTD.

LARGER CARS.

The ordinary annual general meeting of the Peak Tramway Co., Ltd., took place at the Hongkong Hotel to-day at noon. Mr. Henry Humphreys presided, and there were present the Hon. Sir Paul Chater C.M.G., the Hon. A. O. Lang, and Messrs. J. Scott Harston, A. S. Gubbay and J. Bell Irving (directors), G. Rapp (secretary) and the following shareholders: Messrs. F. C. Hall, D. E. Clarke, C. H. Lyson, J. W. Wong and W. Morley.

After the notice convening the meeting had been read by the Secretary.

The Chairman said, Gentlemen—I propose with your permission to take the Report and Statement of accounts and Auditors' report as read.

Traffic receipts show the very satisfactory increase of \$30,469.79. We have realised some of our investments at a profit of \$21,976.40; in addition there is an unrealised profit of \$15,760.00 which is shown under the heading of Investment Fluctuation account. The amount under the heading of Maintenance and Repairs is considerably higher than usual.

The difference is more than accounted for by the fact we have written down our old rolling stock and transferred the amount written off to Maintenance and Repairs Account.

We are asking you to transfer the large sum of \$40,000 to Special Repairs Reserve Account because in the ensuing year we shall have not only to entirely rebuild the viaduct at the Upper terminus but also lay the line from end to end with new rails. These rails will be of a heavier calibre than those now in use as they are intended to cope with larger cars carrying more passengers.

I have no further remarks to make and after the accounts have been duly seconded I shall be pleased to answer any questions shareholders may have to ask.

Mr. F. C. Hall seconded the resolution and it was carried unanimously.

On the motion of the chairman, seconded by Mr. W. Morley the resolution as directors of the Hon. Sir Paul Chater C.M.G., the Hon. A. O. Lang and Messrs. J. Scott Harston, A. S. Gubbay and J. Bell Irving was unanimously agreed to.

Messrs. Lowe, Bingham and Matthews and Mr. C. Bernard Brown were unanimously re-elected as auditors at a remuneration of \$150 each, on the motion of Mr. D. E. Clarke, seconded by Mr. J. M. Wong.

The Chairman: That concludes the business of the meeting, gentlemen—I am much obliged to you for attending. Dividend warrants are now ready and may be had on application at the Company's Offices.

For passing a stationary tram car, the driver of motor car No. 80 was fined \$5 at the Magistracy this morning.

PORTUGUESE KNOCKED DOWN.

The remand case in which the driver of motor car No. 396 was charged with dangerous driving, and knocking down a Portuguese near the Star Ferry wharf, was again before the Magistrate this morning.

The Portuguese, Mr. J. A. Simoes, a clerk of the Chartered Bank, said that he was hurrying to cross the road to catch the ferry, when a couple of yards from the wharf he saw a flash of light and simultaneously he was knocked down. He was not badly hurt. The mudguard struck his leg.

By the Magistrate: He did not stand in the road. He was unable to estimate the speed of the car.

The Magistrate said that the whole point was whether or not the defendant was speeding, and he was not satisfied from the Indian constable's evidence that he was. Besides, the Indian's story, that the Portuguese gentleman was standing in the road was not corroborated by the latter. The defendant would be discharged with a caution.

MURDER AS AN ART.

GERMS IN MUSHROOMS.

INSURES THEY POISON FRIENDS.

Paris, April 21.—After three years of investigation of the charges against him the French Magistrate in charge of his case has sent to trial Henri Girard, who, in the annals of French crime, may merit a title greater than that of Landru. Landru, according to the evidence on which he will some day be tried, selected his victims from among those who would not easily be missed and disposed of their bodies by burning them to cinders in his country cottage.

Girard was a poisoner. He first insured his victims and then poisoned them. But he did not use any old-fashioned methods. He invited them to luncheon and gave them a dish of mushrooms or a cocktail in which he had carefully mixed a culture of typhoid germs. In four cases he succeeded in drawing for himself or his accomplices large sums of money from insurance companies, after having so scientifically done to death the policy holder.

The work of examining the charges against him has been long and complicated. Several bacteriologists have been employed on the case and the bodies of several of Girard's victims have had to be exhumed. Three cases described in the Magistrate's report serve to show how Girard worked.

In 1912 Girard persuaded his friend Perrotte to insure his life in his (Girard's) favour for 120,000 francs. Soon afterward Perrotte and his whole family fell ill of typhoid. When they were convalescent Girard called to see his friend and gave him an injection which he said was certain to cure him. Perrotte died and Girard pocketed the insurance money.

Another friend, Duroux, also insured himself for 20,000 francs in Girard's favour. A few weeks later Girard asked his friend to dine with him and his wife. In Girard's diary occurs this entry: "Dinner to dinner, mushrooms." The maids who gave evidence declared that Girard told them not to touch the dish in which the mushrooms were served, and that he washed it himself later with antiseptics. "Duroux seems to have had a charmed life, for he did not fall sick, and Girard had to ask him to drink an aperitif some days later. "Symptoms of poisoning" is the doctor's succinct report.

Another dinner party Girard gave resulted in his netting 40,000 francs, but it also resulted in his arrest. In April, 1918, his mistress insured herself with three separate companies in the name of a certain Mme. Monin. On the 13th of the month they invited Mme. Monin to dinner, and the same evening she expired in agony. The next day Girard demanded the payment of the insurance, but one of the companies concerned became suspicious and asked an inquiry. It resulted in the arrest of Girard; his wife, his mistress and two other accomplices, who will all now come up for trial. When the police searched Girard's apartment they found it well-stocked with medical books, studies on mushrooms and cultures of typhoid bacilli.

When the Italian steamer "Aquila" left Singapore for Hongkong one of its firemen, a Dalmatian, who was reported to have been out of his mind, and committed excesses on board, was left behind. He proved himself objectionable to some of the passengers, whose clothing he threw into the sea. He also attacked some of the crew, who consequently refused to continue on the journey if the man remained on board. He was therefore given into police custody, and will be sent back by next available boat.

Three cases of plague (two fatal) and three cases of small pox (two fatal) were reported yesterday. All the cases were Chinese. Last week ten Chinese died from small pox, five from plague, three from influenza, one from enteric fever, and one from cerebro spinal fever. One Portuguese died from plague. There were also reported four non-fatal cases of plague (one imported), two small-pox, and four of cerebro spinal fever, all Chinese. A non-fatal imported case of enteric fever, Portuguese, and a non-fatal case of diphtheria, British were notified.

A Paris telegram states that the report on the Bill concerning the running of maritime, postal and general services to the Far East, Australia, New Caledonia, the Eastern Coast of Africa, and the Eastern Mediterranean, which has just been tabled in the Chamber, specifies that the Messageries Maritimes Co. shall cease to be a State subsidised company. A new organisation, based on the regime system, will carry on the necessary services. The Messageries Maritimes Co. undertakes to form a special company with a capital of sixty million francs in the six months following the ratification of the contract. A number of alterations will be made in the mail-steamer routes.

CHINA AND GERMANY.

NEW AGREEMENT.

BIG GAIN FOR TEUTONS.

The Peking correspondent of the Shanghai Times writes:—In return for her consent to the abrogation of German consular jurisdiction in China, Germany appears to have won a decided victory in her new trade agreement with this Republic, which was formally signed at noon on May 20. Germans are to be allowed to travel or reside anywhere in China where nationals of another country are permitted; China is no longer to sequester German property here and agrees to return to German owners all the proceeds from the liquidation of German property and all German property under sequestration. These are big advantages for Germany but, likewise, China considers Germany's consent to the abrogation of consular jurisdiction will pave the way and have a pronounced moral effect upon other nations in her fight, just being launched, for the abolition of extra-territoriality. In this connection it is not violating a confidence to point out that Chinese management of the ex-German Concessions in Tientsin and Hankow has already aroused the indignation of the Diplomatic Corps, which proposed to lodge a complaint, but whether this complaint will be made, under the present circumstances, is doubtful. However, the Diplomatic Corps has also been stirred by the manner in which China has been looking after the ex-Russian Concessions and the manner in which she has treated Russians in China, particularly the non-Bolsheviks, and there is likely to be an important development in connection with this in a very short time. In her new trade pact with Germany, China reserves the right to discuss with the Deutsch-Asiatische Bank methods for settlement of the bank question. The bank property is situated within the Legation Quarter and there has frequently been voiced by diplomatic representatives of other countries an unwillingness to let the bank operate again, as a German institution, in the Legation district. It will be interesting to see how this eventually turns out.

A STEADY GERMAN INFUX.

It is significant in connection with the trade agreement that many Germans have slowly and gradually been returning to China, ready to engage in trade at the first opening, and also that thousands of German merchants are anxious to leave their own country temporarily to better their condition. That there will be a big influx to China very shortly is conceded in official circles but just what these Germans can accomplish in the way of dumping German goods on China markets it is difficult to say, for there is a very high tax imposed on German exports by the Allies. In official circles here the belief is expressed that most of the Germans coming here will endeavour to "engage" in manufacturing in China, which would not subject them to the heavy German export tax and enable them to get their goods on the market at a low figure. The general sentiment is, however, that the next year or so will see a vigorous price-cutting move on the part of the Germans in their effort to regain some of their past commercial laurels.

BOYCOTT OF HONGKONG.

SUPPRESSING AGITATION.

DRASTIC CANTON MEASURES.

The Police Department has been notified to take drastic measures to break up any public meeting agitating for the boycott of Hongkong which some people have lately been attempting to organize. It is with the hope of maintaining friendly relations with the authorities consider it necessary to instruct the police of the city to co-operate in the suppression of pre-occupying bad feelings toward the British Colony.—Canton Times.

PASSENGERS.

ARRIVALS.

Per P. & O. s.s. "Plassy" to-day: Mr. A. Anderson, Miss F. L. Brown, Mr. and Mrs. Bellow, Mr. A. W. Brown, Dr. H. Belcan, Mr. T. W. Berg, Mr. S. Bradshaw, Capt. H. S. Curry, Mr. M. Crawford, Miss L. Cowborough, Mr. W. A. Cleland, Mr. K. A. Corleth, Mr. Dodder, Mr. and Mrs. Dickson, Mr. J. L. Francis, Mr. R. J. Gilbert, Mr. A. H. Gray, Mr. A. A. Gjersten, Mr. Hugh Hallett, Mr. Hooper, Mr. Hoare, Mr. J. Jamieson, Mr. T. E. Jones, Mrs. E. Lawson, Mr. Condr. Lindop, Mr. A. G. Latta, Mr. F. Leeson, Mr. C. Merv, Mr. H. S. Nilson, Miss M. E. Finkis, Mr. J. Penzley, C. P. O. Potter, Mr. E. G. Rice, Mr. R. E. Rasmussen, Mr. J. E. Small, Mr. H. H. Smith, Major Tomlinson, Mr. Tuckett, and Mr. G. Taylor.

One of the wonderful old men of Singapore is Mr. D. Maw, who must have been out here something like forty years. He has been a famous big game hunter in his day and even now still goes out occasionally. He has probably shot more tigers than any man now living in Malaya.

BRITISH TRADE WITH CHINA.

MR. PARTINGTON INTERVIEWS THE CHINESE MINISTER.

In the course of an interview which took place recently between Dr. Wellington Koo, the Chinese Minister in London, and Mr. T. Byren Partington of Hongkong, His Excellency said:—

The existing bonds of friendship between the two peoples are strong, but it is hoped they may be further strengthened. In this direction the Anglo-Chinese Friendship Society is performing a very useful piece of work. There may be other ways of strengthening this friendship between the two nations, but there are two that used to be ready to me—namely, along the lines of trade and industry and education. And it must be admitted that the best key to success is mutual co-operation in every sense of the word.

At present British trade still predominates in the foreign trade of China, but the competition of other countries will probably be much keener in the future than in the past. Before the war British commerce used to lead by a wide margin; since the war Japan's share, for example, in the trade with China has steadily been mounting and is now a close second behind England's. It is not necessary to inquire into the reasons for the changed situation, but it may be relevant to emphasise the need of closer co-operation between British manufacturers and Chinese merchants. That this can be secured need hardly be doubted.

For one thing, good-will prevails between Chinese and British business men, and good-will is an easy stepping-stone to closer co-operation, as well as a valuable asset to them both. During the war the dearth of shipping to Europe caused the diversion to other countries of much business that used to be given to this country. With the revival of former connections between Chinese and British traders, however, and especially with the restoration of normal trade and shipping conditions everywhere, there ought to be no difficulty for the securing of a large share of big orders for Britain.

TO-DAY'S ADVERTISEMENTS.

IMPORTS AND EXPORTS OFFICE.

KING'S BIRTHDAY.

THIS DAY (TUESDAY) will be kept as a day of public holiday in Hongkong, in accordance with the provisions of the Public Holidays Ordinance, 1919, and the day will be observed as such.

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on FRIDAY, the 3rd June, 1921.

HONGKONG JOCKEY CLUB.

NOTICE IS HEREBY GIVEN that Mr. E. J. CHAPMAN, has been appointed Secretary to the Hongkong Jockey Club.

Applications for membership should be addressed to the Secretary. Hongkong, May 30, 1921.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

MONDAY, June 6, 1921, commencing at 2.30 p.m. at their Sales Rooms, Duddell Street.

A Large Quantity of

Valuable Household Furniture, comprising:—

Teak hatstands, Chesterfield couch, Armchair, Roll top desk, Writing tables, Teak screen, Brass fender, Carpets and Rugs, Pictures and Engravings, etc., etc. Teak dining tables and chairs, sideboards, dinner wagon, cupboards, tea tables, Dinner crockery and glass-ware, etc.

Twin teak bedstead, teak wardrobes, dressing tables, chest-of-drawers, washstands, toilet croskery, lace curtains, etc.

Also

A few pieces of Crystal Cut-glass, and

1 Cottage Piano by "Collard & Collard" in good condition.

1 Developing Camera, 1 Cinematograph Machine, 1 Victor Typewriter, 1 Oliver Typewriter.

On view from Saturday, the 4th June, 1921.

Catalogues will be issued. Terms:—Cash on delivery.

LAMBERT BROS., Auctioneers. Hongkong, May 31, 1921.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the China Mail, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

NOTICES.

GOLFERS.

HAVE

"HOLLUSCA" RUBBER STUDS

FITTED TO YOUR SHOES

AND

ENSURE A FIRM STANCE.

PRICE \$2.00 SET.

SPORTS DEP.

LANE, CRAWFORD & CO.

COMIC RECORDS

BY

BILLY WILLIAMS,

G 6000—When Father Papered the Parlour

G 6001—Don't Go Out With Him To-night

G 6002—The Land You My Best Girl

G 6003—Wake Up, John Bull

G 6004—Here We Are Again

G 6005—I've Found Kelly

G 6006—You're the One

G 6007—Where the Crowd Goes

G 6008—Let's Have a Song

ANDERSON'S (THE RECORD SHOP.)

SALE OF

ELECTRICAL

FIXTURES

30% REDUCTION.

THE UNION ENGINEERING CO., LTD.

13, Chater Road.

TRIALS SOLICITED BY

JAMES STEER

THE CHRONOMETER AND WATCH MAKER

(Contractor to H.M. Naval Yard),

9, LEE HONG STREET, HONGKONG.

TO THOSE GOING AWAY

Keep in touch with local happenings

by subscribing to

"THE OVERLAND CHINA MAIL"

All the News of Hongkong and the Far East.



Vickers' LONDON Gin

The Perfection of over a Century's Experience in Gin Distilling

"BOTH BRANDS ARE BENEFICIAL!"

FINEST LONDON OLD TOM

BEST LONDON UNSWEETENED

Price per Case 1 doz. qts. Duty Paid \$28.00

SOLE AGENTS—

GANDE, PRICE & CO., LTD.

2, QUEEN'S ROAD CENTRAL, HONGKONG.

Tel. No. 136.

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, India, Persian Gulf, Egypt, India, Mauritius, East and South Africa, Australasia, including New Zealand and Queensland Ports, Red Sea, Egypt, Europe, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"PLASSY"	7,346	13th June	Manilla, London & A. West.
"OUREA"	8,400	18th June	Singapore, Colombo & Bombay.
"DELTA"	8,000	25th June	Manilla, London & A. West.
"SYRIA"	7,000	2nd July	Manilla, London & A. West.
"KALYAN"	9,000	8th Aug.	Manilla, London & A. West.
"KASHMIR"	9,000	15th Aug.	Manilla, London & A. West.

BRITISH INDIA-APCAR SAILINGS (South)

"ARRATOON APCAR"	4,500	2nd June	Calcutta, via Singapore, Penang and Rangoon.
------------------	-------	----------	--

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	5,000	31st May	Sandakan, Thursday Island, Townsville, Brisbane, Sydney, and Melbourne.
"EASTERN"	4,500	25th June	
"KANGAROO"	7,000	25th July	

SAILINGS TO SHANGHAI & JAPAN

"PLASSY"	7,346	1st June	Shanghai.
"DELTA"	8,000	8th June	Shanghai only.
"OUREA"	8,400	15th June	Shanghai only.
"KASHMIR"	9,000	22nd June	Shanghai only.
"SYRIA"	7,000	29th June	Shanghai and Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by B.I.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All claims are filed with Electric Rate of Charge.
Passengers and Baggage are liable to be cancelled or altered without notice.
Parcels Measuring not more than 34 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, and other, etc., apply to
MACKINNON, MACKENZIE & CO.,
1, Des Voeux Road Central, HONGKONG. Agents.

E. HING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS,
via Steel Ship Plates, Angles and Bars.
Also Shipchandery Articles.
Telephone No. 1118. 25, Wing Woe Street, Central.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA OR VANCOUVER via Manila, Keelung, Shanghai & Japan ports.

Cargo to Overseas Ports U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU (omit. Manila, Keelung). Wednesday, 1st June, at 11 a.m.
KATSUMI MARU (omit. Manila). Friday, 17th June, at 11 a.m.
KASHIMA MARU (omit. Manila). Tuesday, 13th July, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

ATSUMI MARU... Friday, 10th June, at 11 a.m.
SHIZUOKA MARU... Friday, 24th June, at 11 a.m.

HAMBURG, MARSEILLES, LONDON & ROTTERDAM.

LIEMA MARU... Middle of June.

LIVERPOOL & MARSEILLES via Suez.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU... Tuesday, 21st June, at 11 a.m.
NIKKO MARU... Tuesday, 19th July, at 11 a.m.

NEW YORK via PANAMA.

TOBA MARU... Friday 24th June.

SOUTH AMERICAN PORTS via Cape.

AWA MARU... Sunday, 19th June.

BOMBAY & COLOMBO via Singapore.

TATSUNO MARU... Friday, 10th June.

CALCUTTA & RANGOON via Singapore & Penang.

MALACCA MARU... Monday, 6th June.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU... Friday, 17th June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TSUBUGA MARU... Saturday, 4th June.

TUTOMI MARU... Monday, 5th June.

YOKOHAMA MARU... Monday, 19th June, at 11 a.m.

For further information apply to—

NIPPON YUSEN KAISHA

2, YASUDA, Manager.

Telephone No. 292.

SHIPPING

NEW CHINESE LINE.

HONGKONG TERMINAL PORT.

A new Chinese shipping line has been established and has been granted registration with the Peking Government.

Ouyang Yu-han and a number of other overseas Chinese merchants, seeing the increase of passenger and freight trade between China and North and South America, have subscribed among themselves \$400,000 which will be used as capital for the new company. They state that the receipts of foreign steamship lines amount to millions yearly and believe that if a regular Chinese line was organized, it would receive large patronage. Hitherto, only foreign lines have been running between China and North and South American ports, much to the inconvenience of Chinese passengers and shippers, they claim.

The company, which will be known as the China Steamship Co., Ltd. will have two routes, one running between Hongkong and Chile, via Shanghai, Honolulu, Mexico, Panama, and Peru, and the other between Hongkong and New York, via Shanghai, Honolulu, Panama, and Cuba. One steamer, the "Hwaping," is said to have already been chartered from the Ministry of Navy, and it is expected that the service will begin shortly. The "Hwaping," which is one of the former German vessels taken over by the Chinese Government upon her declaration of war against Germany, is at present chartered to the China Australian Steamship Co., a company formed mostly of Chinese who are or have been resident in Australia.

JAPAN'S GERMAN STEAMERS.

The eight German steamers which were ceded to Japan by the German Government as the result of the Peace Conference, include the "Cap Finisterre," 14,000 tons, now renamed the "Taiyo Maru," the "Bliefeldt," 9,000 tons, the "Vittoria," 6,400 tons, the "Mecklenburg," 3,451 tons, the "Normania," 3,229 tons, the "Kleist," 9,800 tons, the "Abyssinia," 5,753 tons, and the "Wesel," 1,028 tons. The "Taiyo Maru" has been chartered to the Toyo Kisen Kaisha and the "Kleist" to the Nippon Yusen Kaisha. The "Vittoria," has been sold to a foreign buyer at London, while the "Wesel" and the "Mecklenburg" are now lying at anchor at Hamburg. The Department of Communications is considering how to dispose of the "Normania" and the "Bliefeldt," both of which recently arrived in Japan and are now moored at Yokosuka.

MASTER'S REQUEST.

A ship's master asked for the sale of his ship, the "Panaghis Dramatos," a Greek, in the Admiralty Court, before the President (Sir Henry Duke).

Counsel, Mr. L. H. Stranger (Instructed by Messrs. Downing, Handcock, Middleton, and Lewis) for the master, asked for an order for the appraisal and sale of the ship. On February 28, 1921, his lordship, said, gave judgment upon the master's claim for wages and disbursements, subject to a reference. The present application for sale was made so that the master's claim might be satisfied.

Mr. H. C. S. Dumas (Instructed by Messrs. Thomas Cooper and Co.) for the mortgagees, who had intervened, said he agreed, subject to questions of priorities and the fund being brought into Court. On behalf of the mortgagees he had also to ask for judgment. The mortgage was dated September 25, 1919, and default was made under it on September 28, 1920. Thereupon the whole sum secured by the mortgage became due. An extension was granted until January 28, 1921, but notwithstanding the extension no money had been forthcoming. The writ issued on February 7, 1921, and the statement of claim was dated March 15. There had been no appearance by the defendants.

His Lordship granted both the master's application and pronounced for the validity of the mortgage. He gave judgment upon the mortgagees' claim with costs, subject to a reference to assess the amount thereof, reserving all priorities.

GENERAL NOTES

The S. N. O's Shanghai anchorage has now been shifted further up stream opposite the Signal Tower, where H. M. S. "Bee" is now lying. There are to be two buoys in future to prevent craft from turning round at high and low water.

The Kobe Customs Watch Corps, an efficient organization of expert guards and fire fighters, has been recently formed and now guards the customs compounds, godowns and other property along the waterfront from loss by theft and also acts as firemen. The guard was organized to prevent pilfering about the port which has existed in the past.

A complaint has been received from Singapore Pilots that they are, in some cases, asked to take vessels from the wharf to the Roads and vice versa on only one boiler, or without a full head of steam. This is a dangerous practice and the commanders of all vessels are requested to have a full head of steam when manoeuvring in the Harbour.

The directors of the British India Steam Navigation Co., Ltd., have sanctioned the presentation of a gold watch, suitably inscribed, to Captain Omar J. Humphrey, of the American steamship "West Amargosa," in recognition of his gallant conduct in rescuing survivors from the steamer "Faxilla" when the vessel was stranded on the east side of the great Nicobar Islands. Captain Humphrey was in command of the steamer "West Modus" at the time of this rescue, the circumstances of which were brought to the notice of the British India Steamship Navigation Co., by the Imperial Merchant Service Guild.

On behalf of the directors of the British India Steam Navigation Co., Mr. From, senior partner of the firm in Bombay, presented on May 2 a handsome gold watch to Mr. M. J. Johnson, chief engineer of the steamer "Faxilla." In appreciation of the services rendered by him in connection with the saving of the company's steamer "Eripura." Mr. From stated that Mr. Johnson did excellent work under most trying circumstances. He stood by the "Eripura" in the Red Sea for eighteen months and finally was on board the vessel as her chief engineer when she was towed across to Bombay which was a most difficult and hazardous task.

Word has been received here that the U. S. Shipping Board is planning to make extensive repairs and alterations to the new Admiral Line passenger steamer "Wenatchee" when she returns to Seattle after her first trip to the Far East. The "Wenatchee" is expected to arrive here on Saturday from Hongkong on her way home. Though the steamer was to have stayed in Seattle for 15 days, the alterations are expected to take about 30 days and for that reason the next sailing of the steamer from Seattle to Shanghai has been postponed to July 30. The same despatch brings information that the str. "Silver State," named after the "State of Nevada," the third vessel to be delivered to the Company, has successfully completed her trial trip off the Atlantic Coast, making a trial speed of 18½ knots an hour. The engines and pumps are perfect and the furnishings are superior to the "Wenatchee," states the message. We are informed that the second steamer handed over by the U. S. Shipping Board to the Company, the "Keystone State," will leave Seattle on June 18. She will be followed by the "Silver State" on July 9 and the "Wenatchee" on July 30.

BEFORE BABY CAN TALK

he must tell you things by signs. And so when you see his hands going often to his mouth, and find him cross and irritable and unable to get to sleep when he should, it means that he is having trouble with his teething.

In such circumstances all baby needs is Baby's Own Tablets, the Canadian specific for children's ills. They act almost like magic, soothing the pain, cooling the fever and thus quickly inducing natural, calm and health-promoting sleep.

"My baby was sick and restless whilst cutting his teeth but Baby's Own Tablets quickly made him all right. I have never found anything so good as these Tablets for regulating the bowels of little children," writes Mrs. M. W. Stoddard, of East Brookfield, Vermont, U.S.A.

Baby's Own Tablets cure infantile constipation, indigestion, colic, diarrhoea, colds, croup and worms. Chemists sell them or direct and post free at 6¢ cents the vial from Dr. Williams' Medicine Co., 96 Exchange Road, Shanghai.



MITSUBISHI SHoji KAISHA, LTD.

(Mitsubishi Trading Co., Ltd.)

COAL, GENERAL IMPORTS AND EXPORTS.

SOLE PROPRIETORS OF

TAKASHIMA, OCHI, MUYARR, KISHIDA, YOSHINOBU, HOJO, NAKAMURA, SANO, SHIN, NEW, KANADA, KIRAI, KAMIYA, MADA, and OYUWARI.

AGENTS FOR SAKITO COAL.

Head Office:—TOKYO.

Branches and Representatives:—

Hagasaki, Karatsu, Wakamatsu, Moji, Kobe, Osaka, Tsuruga, Nagoya, Yokohama, Tokyo, Hakodate, Muroran, Otaru, Vladivostok, Peking, Tientsin, Dairen, Tsingtao, Incheon, Hankow, Shanghai, Hongkong, Canton, Manila, Singapore, Borneo, London, Paris, New York and Seattle.

Cable Address:—IWASAKI.

Cable:—A. L. B. O. 24th Ed.

Western Union and Bondary Agencies for: The Mitsubishi Marine & Fire Insurance Co.

The Osaka Marine & Fire Insurance Co.

For Particulars, apply to—S. KUMURA, Manager.

No. 14, Prince Street, Hongkong.

NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE and STRAITS.

THE Company's Steamship

"KAGA MARU"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Howlows Wharf and Godown Co.'s Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not claimed by the 2nd June, 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on TUESDAY and FRIDAY.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, May 28, 1921.

NOTICE TO CONSIGNEES

THE Steamship

"AQUILETA"

From TRIESTE, via VENICE, BRENDISI & SINGAPORE.

CONSIGNEES of Cargo are hereby

informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 30th.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th prox. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 15th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th prox. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be counterchecked by

DODWELL & CO., LTD. Agents.

Hongkong, May 30, 1921.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

THE Steamship

"SIBERIA MARU,"

From SAN FRANCISCO, via HONOLULU, JAPAN PORTS & MANILA.

The above named Steamer having arrived on Saturday, the 28th May, 1921, consignees of cargo are hereby notified to present their Bills of Lading for countercheck, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignee's risk.

Storage will be assessed on cargo remaining undelivered after Friday, the 2nd June, 1921.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Monday, the 6th June, 1921, at 11 a.m.

No claims will be recognized after goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

Y. TEITSUMI, Manager.

Hongkong, May 28, 1921.

MASSAGE.

MR. HONDA and MRS. HONDA.

16 years' experience.

No. 34, Wyndham Street, (Opposite to the China Mail).

TAIYO & CO.

BOOTS AND SHOES

MADE TO ORDER.

No. 14, Wyndham St.

A. KWAI & CO.

21 & 23 Cantonment Road, HONGKONG.

"NAVY CONTRACTORS"

Ship Chandlery, Coal Merchants, Sail-Makers, General Storekeepers and

Boat and Boat Manufacturing.

Cable:—A. KWAI.

2nd Floor.

SHIPPING

STRUTHERS & DIXON, Inc.

GREEN STAR LINE.

Operating For Eastern service for account of the UNITED STATES SHIPPING BOARD.

To MANILA.

To LOS ANGELES & SAN FRANCISCO (Via HONOLULU).

To VANCOUVER & SEATTLE (Via MANILA).

To West Coast.

Also, cargo accepted for Transshipment at San Francisco and/or Seattle to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK, BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points. HONGKONG OFFICE—1st floor Powell's Building, 14, Des Voeux Rd., Tel. 3008.

T. K. K.

TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.

Via SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS. TONS. LEAVE HONGKONG.

SIBERIA MARU 9,000 June 10th.

KRYO MARU 9,000 June 11th.

KORU MARU 9,000 July 1st.

SHINYO MARU 9,000 July 18th.

PERSEA MARU 9,000 July 30th.

TAIYO MARU 9,000 Aug. 13th.

Calling at Dairen and omitting Nagasaki.

Calling at Dairen and omitting Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

Via JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

THROUGH BY TRANS-ANDAL ROUTE TO BUENOS AIRES.

STEAMERS. TONS. LEAVE HONGKONG.

BAKUYO MARU 17,500 June 10th.

CHOTO MARU 17,500 July 11th.

Cargo only.

For full information regarding passengers freight and sailings, apply to—Y. TEITSUMI, Manager, "King's" Building, Tel. 574 & 575 Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

Koninklyke Paketvaart Maatschappij.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE Steamship

"VAN CLOON"

will be despatched to

SINGAPORE, and BELAWAN DELI

Direct

30th of May.

This Vessel offers excellent Cabin-accommodation for Saloon-passengers. Single and double cabins.

Wireless Telegraphy.

For Freight and Passage apply to—

JAVA-CHINA-JAPAN LIJN,

Telephone No. 1574. Agents.

WATERHOUSE LINE

REGULAR TRANS-PACIFIC FREIGHT SERVICE.

Operating U. S. Shipping Board Steamers

Between

SEATTLE-TACOMA-VICTORIA-VANCOUVER

and

China, Japan and Philippine Island Ports.

"WEST IVAN" 25th June.

Further sailings to be announced later.

Through Bills issued to all Overland Common Points in U.S. and Canada.

For rates and full particulars apply to

FRANK WATERHOUSE & COMPANY,

1st Floor. HOTEL MANSON Tel. No. 2407.

HOUSEHOLD COAL

On and after November 1st, 1920,

WAR AFTER THE WAR.

A NOTABLE BOOK.

"REPUTATIONS GO DOWN LIKE NINEPINS."

"At the Supreme Council," by Captain Peter Wright, published by Eveleigh Nash and Co., is a book sure to make some stir. On its paper cover it is told that in it "reputations go down like ninepins." When such a reason is offered for buying a book, one's natural impulse is not to read it. Scandal is pretty cheap in these days of "outspoken" memoirs. And whatever the book may make us think, it does not make us wholly like its writer. He knows how to write; he has clearly a quick and capable mind; and he had great opportunities for learning things that few of us know. In 1917 and 1918 he was Assistant Secretary to the Supreme War Council at Paris. He interpreted speeches at nearly all the critical discussions between the members of that Council or between the Military Representatives of the Allied Powers, or between the members of the Executive War Board—the various bodies through which the Allies tried to achieve unity of military action before they finally established unity of command. It was his duty to draft minutes of meetings, to control all the documentary records of the Council, and to marshal beforehand the information on which discussion was to turn. So he was pretty well in the thick of the secrets. And now he unpacks what he knows—uses it to throw at those ninepins. No, we cannot quite like him. We like better the people who could have done it and have not. And yet we must not deny that we have read him with zest, and that what he says will have to be dealt with by others, before the country can finally know whom to blame and whom to admire.

Captain Wright's advice is to admire Foch, Lloyd George, and Henry Wilson; to blame Haig, Robertson and Petain. He is so sure that at times he would make it almost a conflict of heroes and villains. The central point of this case is the British defeat by the Germans in March, 1918. That Battle of St. Quentin cost us more men killed in ten days than the whole Peninsular War. It was, as Captain Wright says, the greatest defeat in our history.

FRUSTRATED PLANS.
Captain Wright's contention is that for the extent of this calamity Petain, Haig, and Clemenceau were to blame; Petain supremely so, as a disloyal intriguer against the superior authority of the War Board—that is, really, of Foch; Haig in the second degree, as a dupe and assistant of Petain; Clemenceau in some minor degree, as an accessory to Petain's insubordination. Captain Wright describes how, in the winter of 1917-18, the Executive War Board—that is, Foch, Wilson, Bliss (the American), and Cadorna—got to work, with full authority to co-ordinate the efforts of the Allies and direct their several Commanders-in-Chief in the field. Foch evidently dominated over them all. The plan adopted was that a General Reserve of thirty divisions should be created by setting apart "a seventh of the total Allied force from the North Sea to the Adriatic"; and "on February 6 letters were addressed to each Commander-in-Chief, asking him if he would contribute his quota proportionate to the number of divisions he commanded." Captain Wright, without professing verbatim accuracy, summarizes Foch's statement of the situation before March, 1918, and of his proposals for meeting it.

Ludendorff must launch his mass of attack either westward or southward, either towards the British side of the angle in the Cambrai region or towards the French side of the angle and the Rheims region. But if he is successful and drives one or other of these lines back, he himself presents an unguarded and open flank; and the more successful he is, and the more he enlarges the angle, the longer and therefore the more open and unguarded his flank will be.

I will therefore divide my General Reserve into three portions, of different sizes. The smallest portion I will place in Dauphine, close to the best crossing into Italy; the largest I will concentrate round Paris; the third portion I will place round Amiens. From the concentration of German troops the attack must come in the Rheims or Cambrai region; therefore the bulk of the General Reserve round Paris is best situated to come to the help of either region. The Amiens portion stands behind the British Fifth Army, the weakest point of the line, and ready to support it. The Dauphine portion is situated so as to be able to go to the assistance of the Swiss or the Italians, in the unlikely event of their being attacked, or to rejoin the rest of the General Reserve.

This plan was frustrated, and in the hour of need there was nothing "standing behind the British Fifth Army." Captain Wright's account of the cause of this frustration is as follows. By February 19 letters from the French and Italian Commanders-in-Chief, assenting to the General Reserve scheme and promising their quota, had been received. Nothing was heard from Haig till March 3, when a letter, dated the previous day, was received, "refusing to contribute any divisions to the General Reserve."

except British divisions in Italy, which were not under his command. Meanwhile—

On February 28 Sir Douglas Haig and Petain met at the Grand Quartier General and arranged another scheme of defence on a completely different principle to that of the General Reserve. It was the principle that if one army was attacked the other should assist by taking over part of its line. Under the General Reserve plan, an authority higher than any of the Commanders-in-Chief decided what assistance one of them could receive from the other. Under the arrangement of February 28 every Commander-in-Chief decided for himself what assistance he would give a colleague.

THE HAIG-PETAINE AGREEMENT.

Captain Wright adds that "this new scheme certainly would not have been initiated by Petain, as it was, without the assent of M. Clemenceau. But it was unknown to Foch, who waited patiently for the English answer during the whole of February." He believes that Petain, when he promised the divisions as required on February 6, relied on Haig to refuse obedience, and so make the whole General Reserve plan a failure, and that Haig calculatingly "kept back his repudiation till March 3; that is to say, till the fighting was about to begin, and it would be impossible to replace him." So far as Foch was concerned, the agreement (between Petain and Haig) was a secret agreement, and he was therefore the victim of an intrigue, a most humiliating intrigue. The Haig-Petain agreement, if it was thus made, was of course a failure. Gough was practically abandoned. The General Reserve plan had crumbled to pieces on Haig's refusal of participation, and nothing effectual had taken its place. Captain Wright suggests that . . . Petain first used Haig to get rid of Foch's superior command; then induced Haig to enter into the necessarily disastrous agreement of February 6; and, lastly, duped him in the execution of it.

Captain Wright summarises as follows Haig's whole record in relation to the question of unity of command: Experience at last convinced Sir Douglas of what reasoning had been unable to persuade him. When in 1917 Mr. Lloyd George had made Nivelle supreme commander at the Calais Conference on February 27, Haig had simply repudiated Nivelle's directions on March 4 when he received them. When in 1918 Foch, as President of the Executive War Board, had been in reality made supreme commander on February 1, Haig again repudiated his directions on March 2. In each of these years unity of command had been frustrated by his refusals, resting on a character of iron tenacity and the most gentlemanly, attractive surface, and on a mind both obtuse and extraordinarily slow. The Commander-in-Chief was a knifely figure, with all the bearing and temper of a leader, but on a very low plane of human intelligence, as elderly cavalry men sometimes are. Even on March 14, twelve days before he had persisted in London in rejecting the scheme of the General Reserve, and therefore in effect of a single central command. But very early on Sunday, March 25, he telegraphed to London asking Mr. Lloyd George to come over and arrange for a single Supreme Commander. He had never been able to grasp that the system of double command might expose him to being forced to fight Ludendorff by himself, and it was not till he had been doing so for three days, and the prospect of continuing to do so actually opened before him, together with the likelihood of being driven into the sea, that he submitted to unity of command, and an authority superior to his own, for which Mr. Lloyd George had always striven.

WHAT IS THE OTHER SIDE?

All this is very trenchant and sweeping, and both the scientific mind and the spirit of fairness instinctively put themselves on their guard in presence of extreme sweep and trenchancy. One wants to hear more. What, exactly, were the relations, in point of authority and discipline, between the Executive War Board and the several commanders-in-chief in the field? Was the letter sent to them on February 6 an order, or a request, or a suggestion? Was the "assent" asked for the "Very good, sir," of a subordinate, or the "Yes, I think so too, and am acting accordingly" of a co-ordinate authority? Again, there is a curious absence from Captain Wright's pages of any reference to the painfully classical case of an ineffectual and disobedient commander-in-chief in the field, Sir John French. Nor in all his censures of Robertson and Repington—we give him these. So far as we can sift Captain Wright's evidence, there is no defending them on any tenable theory of loyal and soldierly conduct—there, we think, anything said about the classical case of this kind of misconduct—French's instigation of Repington and other journalistic intriguers against his superiors. Captain Wright somehow gives us an uncomfortable feeling that he holds a brief not so much for discretion and loyalty in soldiers as for certain soldiers and politicians, for whose exaltation certain other soldiers have to be found wanting. He is pro-Foch, pro-French, pro-Lloyd George. And he is anti-Haig. We do not suggest that this invalidates all that he writes. Lawyers, though they are apt to fight

THE VOLSTEAD ACT.

AMERICANS IN CHINA.

PROHIBITION PROSPECTS.

A bill has again been introduced into the House of Representatives which seeks to extend the enforcement of the Volstead Act to Americans in China and other U.S.A. consular districts where treaties do not prevent. Such a bill has been introduced several times before but has never yet been passed. When the Volstead Act itself was passed in 1919, an amendment which would make it effective in China and in the Philippine Islands, was discussed. It was discarded by the Committee of the Judiciary, however, for several reasons among them being the difficulty attending the enforcement of such a ruling and the fact that it was thought that the Philippine Legislature would itself pass a prohibition amendment. The Hawaiian Islands passed by local option a prohibition measure several years before the Volstead Act was passed.

THE LOCAL POSITION.

Being a territory of the United States, however, these Islands come under the acts and provisions of the Constitution of the United States and therefore came under this prohibition ruling in 1919. The Philippines, being a protectorate, require a special Act of Congress. This is true, also, in China, where American law is followed as much as possible as to procedure but where constitutional acts must be made specifically to apply.

This was brought out very clearly by Judge Lobinger when he gave judgment on the motion for a new trial by jury in the case against Furbush. He cited the Ross case when the Federal Supreme Court made the ruling—

"By the Constitution a government is ordained and established for 'The United States of America,' and not for countries outside of their limits. The guarantees it affords against accusation . . . apply only to citizens and others within the United States or who are brought there for trial . . . and not to residents or sojourners abroad."

The Volstead Act, itself, applies only to the manufacture, sale, and transportation of liquor. That fact very simply tells the story of its effect in such a port as Shanghai. Very little business is done by American business firms in liquor traffic locally. Such organizations as the American Club would probably take out a charter under another nationality and continue in business. Individuals would not be affected at all since there is nothing to prevent an American citizen using alcoholic drinks in the States if he can get them. The amendment makes it practically impossible to obtain liquors and wines and therefore, effectively carries out the spirit of the law.

A QUESTION OF ETHICS.

There is then, the moral aspect of the case which seeks to prove that a loyal American citizen would live up to the spirit rather than the letter of the law. That, of course, is a question of ethics and, since every human being regards it as his inalienable right to determine his own ethical code so long as he does not break the laws of his country deliberately or encroach upon the rights of others, there is little chance of its being decided satisfactorily to everyone. One man will say that while he is perfectly willing to obey the laws of his country where they apply, regardless of his own personal opinion regarding them, there is nothing to prevent him following his own ideas of right and wrong if an illegality is not involved. Others consider that since the majority of American citizens voted for prohibition in their homeland, it is the duty of every American wherever he is to prove his loyalty and devotion to those laws.

Speculation regarding enforcement is also interesting. The work would fall on the U. S. Court in Shanghai and on the consular officials in the 16 consular districts throughout China.

GENERAL CONCLUSIONS.

The conclusions arrived at are very simple finally. The Volstead Act may be made to apply to the Philippines and China by Act of Congress. Americans are not in the liquor business in China to any appreciable extent and would not be greatly affected. The enforcement of the law would be difficult but not impossible and would not prevent an American citizen drinking if he chose to in his home, with his English friends, or at English Clubs and restaurants. Its greatest effect would be in the Philippine Islands, if it should be made to extend there because in such a case, it would be possible to prohibit the traffic in liquors as to make the Islands as dry as the United States.—N. C. D. News.

for one side, sometimes play a court towards part of the truth. So do one side's most passionate witnesses. But let us wait to hear what the other side says. There is no need to decide in a hurry.—Manchester Guardian.

ETHER FALLACY.

AN EINSTEIN LECTURE.

SPECIAL RELATIVITY ACTION.

New York, April 22.—Dr. Albert Einstein showed yesterday in his lecture in the College of the City of New York how his theory of special relativity does away with the ether in absolute space. The quantum theory or the theory that energy is given out in parcels and is not continuous, is illogical, he said, whereas the relativity theory is quite logical in its development.

This is the greatest pain of physics to-day," said Professor Einstein humorously. During the course of his lecture he frequently smiled as he pointed out some of the amusing results of the acceptance of the relativity theory.

Professor Einstein defined light-ether, which is the medium for the transfer of light in the mechanical theory of light radiation. If it is to transfer energy in this way it must have the material properties of inertia and elasticity, he said. The electromagnetic theory pushed this view into the background, and it came to be considered that only such a field was necessary. This difference in the point of view, he said, was brought about particularly by Lorentz's theory which followed the work of Hertz, and finally all mechanical characteristics of the ether were lost.

In mechanics there was something similar to the conception of ether, he pointed out. Newton was responsible for the abstract character of space as understood in classical mechanics. Besides the inertia system which may serve for reference in classical mechanics, something more basic is required to refer things to, something known as the ether or absolute space, he continued.

The effect of the special relativity theory in destroying the idea of absolute rest and showing the equivalence of all inertia systems is to cast off the ether in the sense of absolute space. That is what is meant by "special relativity doing away with the ether," he said. If physical properties are ascribed to empty space we speak of an ether. But space without electromagnetic fields has no characteristics whatsoever. On this is based the special relativity theory that the electromagnetic field is the ultimate reality, and it is only where electromagnetic fields are found that kinematic or material properties exist.

The quantum theory grew out of the radiation theory, he said. A theory can be developed on classical lines, but the theory suffers from self-inconsistency and it does not correspond to actual experiment, was his contention. This theory leads to the conclusion that the electromagnetic energy of the universe, the energy of light waves, wireless waves and X-rays, accumulates among the higher frequencies, that is, among X-rays and still shorter rays. But this is not so, Professor Einstein said. Max Planck formulated a theory which does find verification in fact, and he gave a physical meaning to his expressions.

A new physical constant had to be introduced with peculiar origin, he went on. Planck investigated the number of ways that energy can be distributed between different frequencies, to do which a certain discreteness must be attributed to energy, said Professor Einstein. Planck assumed that the energy in radiation occurred in amounts which were proportional to the frequency of the radiation. This is a fundamental principle in molecular constitution. Classical theory agrees poorly with experience, he said. For instance, sunlight causes certain chemical decompositions. Looked at from the viewpoint of classical mechanics the radiation of electromagnetic fields shakes the molecules apart by violence. So if light is weak enough no decomposition should be expected. But, however weak the light may be, he said, as long as it is of the right frequency the decomposition takes place. No matter how intense the light may be the decomposition does not happen if the light is not of the right frequency.

A continuous distribution of energy among all wave lengths is necessary to explain interference phenomena, a conflict which constitutes the pain of physics Professor Einstein had previously referred to. In Planck's theory a material system can only assume certain energy values, that is, a material system can only assume certain states, a, b, c, etc. The relative probability of these states is what must be investigated, he said.

That the quality of light from a material system, that is, the frequency radiated, depends absolutely upon the energy in the emission is a fundamental assumption, he added. The frequency of emission is unrelated to the frequency of vibration of the material system before and after emission.

Prof. Einstein examined a material system in which only two states, A and B, are possible. The system

Messrs. James F. Hutton & Co., Ltd., Manchester, reported on Wednesday, April 27, as follows:—

Cotton has been quietly steady with a good undertone. Spot business in both American and Egyptian steadily improves and the better enquiry on all hands seems to fore-shadow a much increased demand in the near future. The slowness of developments in the coal dispute still militates against the restoration of confidence however. In the yarn and cloth sections the healthier feeling is still in evidence and the improved demand has been well maintained in spite of the coal strike not being settled. Enquiry does not show any falling off and the turnover has again been comparatively satisfactory. It appears in fact to have been better than in the previous weeks. Prices for both yarn and cloth tend to stiffen. The amount of business arranged recently has been very fair considering the stagnation we have experienced for so long and the difficulties still in the way of a resumption of trading. So far as producers are concerned, the improvement has not yet been general; rates at which business has been possible have been very low and in many instances sellers prefer to wait until more profitable prices are obtainable. On the other hand many mills which have been idle for some time have recommenced work and others are making arrangements to do so. At the same time both spinners and manufacturers more generally regard cotton and yarn as safe propositions and are quietly covering their probable requirements. The opinion of cloth buyers is also hardening in the same direction, but unfortunately the ability to operate is far from general owing to financial considerations. Progress is being made although it is very slow, but now that more confidence in values is being established even this restricting factor may be expected to diminish more rapidly. India demand remains the most important and now embraces almost all classes of goods with the exception of fancies, which are seldom asked for. Enquiry from Egypt and the Levant is more prominent and rather more business has been put down. Singapore and Java have also done a little, but there are still no signs of any material improvement in the demand for China, for which market transactions have again been very limited.

SUPERSTITIONS.

KILLING CATS.

From Maine to California it is considered bad luck to kill a cat. That is because the Egyptians of old regarded the cat as a sacred animal under the protection of the cat-headed goddess Fekht, who was identified with Isis as a moon-goddess; or rather, it seems probable, represented some attribute of Isis. Some Egyptologists even speak of a cat-headed god called Pasht; though the moon was considered feminine as a rule and Isis was its goddess. It appears as if Egyptian mythology varied under the different dynasties. At any rate the moon and the cat were intimately connected in the ancient beliefs, the cat was considered a sacred animal and mummies of cats were reverently placed in the tombs.

It is thought that the domestic cat originated in Egypt and spread from there to other countries. It was sacrilege to kill a cat in the land of the Pharaohs and as we have inherited the cat from Egypt so have we inherited the idea that it brings bad luck to kill one. Sailors are particularly firm in their belief in the mystic qualities of a cat and while they are sure that she can bring on a storm if she wishes yet they are convinced that some disaster is sure to happen if one is killed on board the ship—the moon-goddess avenging its own.

can go from B, which is the state of greater energy, to A by radiating energy. If such a system be put into a field of radiation this field through its action may cause either to go from B to A or from A to B. The probability that the system will go from A to B under this influence is found, and may be compared with the probability that the system will go from B to A due to simple radiation and to the effect of the field.

But consideration also must be given to the equilibrium between the number of systems having state B and those entering state B. Thus Planck's law of distribution of energy is derived. If it is true that light is absorbed and emitted in such quanta as Planck finds, Prof. Einstein said, it must be considered that the emission of light takes place in one direction from a resonator instead of spreading out in all directions like a sphere.

HOME TRADE.

MANCHESTER MARKET.

LATEST WEEKLY REPORT.

DAIRY FARM NEWS.

JUST RECEIVED

consignment of Smoked Fish direct from the

SCOTTISH FISHERIES

Fillets,
Haddocks,
Kippers.

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

FOR ONE WEEK ONLY

SPECIAL PRICES ON

THE O-CEDAR MOP

A Mop, Broom and Duster all in one

It has a wonderful way of Cleaning Floors, Woodwork and Furniture.

On Marble, or Red Stone Floors, on Linoleum or Polished Floors, on all Polished Surfaces it is a Miraculous Labor Saver.

O-Cedar Mop Not only sweeps the floor but polishes it at the same time.

Desk, Table, Chairs, etc., are polished and dusted simultaneously. Tall Furniture can be dusted and polished so easily without the disadvantage of scattering the dust all over the Office.

It will take the dirt from Wood, Paint, Varnish, Leather (Sofas, Motor Seats, etc.), Brass, Enamel, Marble and Glass. It will not scratch—there are no hard surfaces to knock or damage anything. It does not gum or reaser, but leaves a smooth, shining surface absolutely free from grime.

When a Mop refuses any longer to absorb the dirt—which is about every three months—it is very easily cleaned by being detached, soaked overnight in soapy water and rinsed in hot water next day. When dry the application of O-Cedar Polish will make the Mop ready for another 3 months' service without further attention.

NOTE OUR SPECIAL PRICES

LESS THAN MANUFACTURER'S COST.

MOPS \$2.25 each.

POLISH

4 oz. bottles. 12 oz. bottles. 1 Gall. Tin.
25 cts. 75 cts. \$3.75

O-CEDAR DUSTERS 35 cts. EACH.

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

PIGEON SHOOTING.

A CRUEL SPORT.

ABOLISHED AT MONTE CARLO.

The overhauling of our consciences about sport, which the Prince of Monaco has helped along by declaring himself against the pigeon-shooting for which, among other things, Monte Carlo is infamous, has now penetrated

to the Commons. Mr. Shortt, who as Home Secretary has had his notice called to pigeon-shooting on a Chatham football ground, dubbed it a cruel sport, but he feared the Government could not deal with it. Someone said "Why?" and someone else, "Lift worse than peasant-shooting!" We think it is, and for a reason no sportsman will cavil at. The shooting of pigeons is a test of nothing, and an exercise in nothing but shooting. The moving dummy figures of the fairground, the balls that dance on jets of water, or, for that matter, an old hat tossed in the air in the back garden, would make "sport" every whit as good. It is shameful to take life on these terms. The man who pits his skill and endurance against a tiger or a mountain takes a certain risk. Even if he only challenges a friend at tennis, at least he expends a certain energy. This blasing at birds, liberated for the purpose before his nose, tests nothing but his eyesight, and for that there are a score of tests more amusing and more sporting. It is admittedly a question of degree, but even the peasant-shooter has to tramp some awkward ground; the bird gets a chance; and the less the chance the worse the sport in the opinion of all decent peasant-shooters. All sport should be a test, and the harder the test the better the sport. Pigeon-shooting is no test worth the name. It is continuance anywhere is merely a gauge of failure to advance in our view of sport.

PASSENGERS.

ARRIVALS.

Per s.s. "Aquila," yesterday.—Sir Orway and Lady Wheeler, Capt. L. Col. M. das Neves, Mr. and Mrs. Bradstreet, Mr. L. C. Keen, Miss A. Kotze M. Kruger, Mr. Klinger, and Mr. M. Mari.

DEPARTURES.

Per Admiral Line s.s. "Wentao," on Saturday.—For Shanghai: Mr. R. V. Anderson, Mrs. G. M. Beam, Mrs. L. V. T. Dunlop, Miss L. M. Dunlop, Messrs F. G. Finn, A. Garner, S. J. Gordon, Mrs. G. B. Hoy, Mrs. S. Johnson, Mr. W. Kaye, Mrs. W. Kaye, Mr. J. E. Seidler, and Mr. Tan Kim. For Kobe: Messrs Pan Lam Sang, Fung Sui Yek, and Mr. Chen Bak Yon. For Yokohama: Mr. J. J. Gorman. For Seattle: Mr. B. F. Battersby, Mrs. B. F. Battersby, Mr. R. A. Bismarck, Miss J. E. Bismarck, and Mr. J. O. Clemons. For Honolulu: Mr. H. F. Clemons, Miss P. Custodie, Mrs. C. A. Dick, Master L. Dick, Mrs. A. Fairbanks, Capt. J. B. Gibson, Messrs D. Legarda, M. Legarda, F. Boland, G. C. Dolans, Mr. and Mrs. Tip Wing Choi, Master Yip Hong, Mr. and Mrs. Sang, Mr. W. H. Happon, Rev. E. F. McCarthy, Mrs. G. J. McCarthy, Mrs. H. P. Power, Mrs. A. H. Wallens, Mr. E. H. Henderson, Mr. Jo Tom Yack, Mr. G. F. McCarthy, Mrs. S. G. Happon, Mr. H. C. Henry, Mr. and Mrs. O. B. Edd, Mr. and Mrs. E. Hawk, Miss M. B. Happon, Mr. H. P. Malloy, Mr. W. A. Mountray, Miss G. Miller, Mr. and Mrs. G. G. Richards, Mrs. D. Rogers, Mr. D. Rogers, Mrs. E. Shaw, Mr. W. M. Smith, Mrs. D. Tans, Mr. C. Thomas, Mrs. D. M. Valder, Miss A. M. Vokaw, Mrs. L. Whitteley, Miss M. Whitley, Mrs. H. T. Krull, Mr. H. Madison, Mr. L. Happon, Mr. and Mrs. H. W. Burdett, Mr. G. F. Seeger, Mrs. A. G. Stearns, Mr. E. M. Terry, Mr. and Mrs. W. G. de Bay, Miss R. H. Whitefield, Mrs. E. L. Zimmerman, Master G. B. Zimmerman, Mr. and Mrs. Moo Fook San, Mr. L. S. Do Cheney.

The P. & O. s.s. "Elkhan" arrived at London on May 28.

The P. & O. s.s. "Duners" left Singapore for this port on May 30, at noon and is due here on June 4, at about 4 a.m.

The C.P.O.S. R.M.S. "Empress of Russia," left Vancouver for Hongkong, via Japan ports, Shanghai, and Manila, on May 23, and is due at Yokohama on or about June 6.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES:

CHINA COAST, ETC.

SWATOW.
June 1.-O.S.K. Foshing.
June 1.-O.S.K. Sashu Maru.
June 1.-O.S.K. Hsiao.
June 1.-O.S.K. Hsiao.
June 1.-O.S.K. Hsiao.
June 1.-O.S.K. Hsiao.

AMOI.
June 2.-O.S.K. Sashu Maru.
June 2.-O.S.K. Hsiao.
June 2.-O.S.K. Hsiao.
June 2.-O.S.K. Hsiao.
June 2.-O.S.K. Hsiao.

FOOCHOW.
June 3.-O.S.K. Hsiao.
June 3.-O.S.K. Hsiao.
June 3.-O.S.K. Hsiao.

SHANGHAI.
June 1.-P. & O. Sashu Maru.
June 1.-P. & O. Sashu Maru.
June 1.-P. & O. Sashu Maru.
June 1.-P. & O. Sashu Maru.
June 1.-P. & O. Sashu Maru.

TSINGTAO.
June 4.-O.S.K. Sashu Maru.

PUKOW.
June 7.-O.S.K. Sashu Maru.

TAKAO.
June 2.-O.S.K. Sashu Maru.

KEELUNG.
June 3.-O.S.K. Sashu Maru.

HAIPHONG AND HOIHOW.
June 1.-O.S.K. Sashu Maru.

SAIGON.
June 1.-O.S.K. Sashu Maru.

SINGAPORE.
June 1.-O.S.K. Sashu Maru.

BANGKOK.
June 1.-O.S.K. Sashu Maru.

PHILIPPINE ISLANDS, ETC.
June 1.-O.S.K. Sashu Maru.

MANILA.
June 1.-O.S.K. Sashu Maru.

SANDAKAN.
June 1.-O.S.K. Sashu Maru.

SAVA PORTS, ETC.
June 1.-O.S.K. Sashu Maru.

INDIAN PORTS, ETC.
June 1.-O.S.K. Sashu Maru.

CALCUTTA.
June 1.-O.S.K. Sashu Maru.

BOMBAY AND COLOMBO.
June 1.-O.S.K. Sashu Maru.

AUSTRALIAN PORTS.
June 1.-O.S.K. Sashu Maru.

SYDNEY AND MELBOURNE.
June 1.-O.S.K. Sashu Maru.

EUROPEAN PORTS.
June 1.-O.S.K. Sashu Maru.

BRINDISI, VENICE, & TRIESTE.
June 1.-O.S.K. Sashu Maru.

MARSEILLES.
June 1.-O.S.K. Sashu Maru.

LONDON.
June 1.-O.S.K. Sashu Maru.

PARIS.
June 1.-O.S.K. Sashu Maru.

ON NEW YORK.
June 1.-O.S.K. Sashu Maru.

ON BOMBAY.
June 1.-O.S.K. Sashu Maru.

ON CALCUTTA.
June 1.-O.S.K. Sashu Maru.

ON SINGAPORE.
June 1.-O.S.K. Sashu Maru.

ON BANGKOK.
June 1.-O.S.K. Sashu Maru.

ON PHILIPPINE ISLANDS.
June 1.-O.S.K. Sashu Maru.

ON MANILA.
June 1.-O.S.K. Sashu Maru.

ON SANDAKAN.
June 1.-O.S.K. Sashu Maru.

ON SAVA PORTS.
June 1.-O.S.K. Sashu Maru.

ON INDIAN PORTS.
June 1.-O.S.K. Sashu Maru.

ON CALCUTTA.
June 1.-O.S.K. Sashu Maru.

ON BOMBAY.
June 1.-O.S.K. Sashu Maru.

ON CALCUTTA.
June 1.-O.S.K. Sashu Maru.

ON SINGAPORE.
June 1.-O.S.K. Sashu Maru.

ON BANGKOK.
June 1.-O.S.K. Sashu Maru.

ON PHILIPPINE ISLANDS.
June 1.-O.S.K. Sashu Maru.

ON MANILA.
June 1.-O.S.K. Sashu Maru.

ON SANDAKAN.
June 1.-O.S.K. Sashu Maru.

ON SAVA PORTS.
June 1.-O.S.K. Sashu Maru.

ON INDIAN PORTS.
June 1.-O.S.K. Sashu Maru.

ON CALCUTTA.
June 1.-O.S.K. Sashu Maru.

ON BOMBAY.
June 1.-O.S.K. Sashu Maru.

ON CALCUTTA.
June 1.-O.S.K. Sashu Maru.

ON SINGAPORE.
June 1.-O.S.K. Sashu Maru.

ON BANGKOK.
June 1.-O.S.K. Sashu Maru.

ON PHILIPPINE ISLANDS.
June 1.-O.S.K. Sashu Maru.

ON MANILA.
June 1.-O.S.K. Sashu Maru.

ON SANDAKAN.
June 1.-O.S.K. Sashu Maru.

ON SAVA PORTS.
June 1.-O.S.K. Sashu Maru.

ON INDIAN PORTS.
June 1.-O.S.K. Sashu Maru.

ON CALCUTTA.
June 1.-O.S.K. Sashu Maru.

ON BOMBAY.
June 1.-O.S.K. Sashu Maru.

ON CALCUTTA.
June 1.-O.S.K. Sashu Maru.

ON SINGAPORE.
June 1.-O.S.K. Sashu Maru.

COURTEOUS JUDGE.

NEW LORD CHIEF JUSTICE.

WHY HE IS POPULAR.

One of the taxicab drivers waiting in St. James' Square the other day called suddenly to his companion, "That's him, look!" Together they watched an elderly man in a black lounge coat and grey trousers. He walked jauntily, with the quick step of good health, his stick swinging, his soft felt hat set at a slight angle and turned well down at the back.

He was Sir Alfred Tristram Lawrence, the new Lord Chief Justice of England, and, unknown to him, the cabmen paid him his first public homage.

The first day's work following the announcement of his new appointment was done at Winchester House, St. James' Square, in the court of the War Claims Commission. He sat until the mid-afternoon, and polished off five intricate cases. The atmosphere of the court was distinctly informal and intimate. Sir A. T. Lawrence sat unrobed in a leather armchair, his officials on either side of him, with barristers, without wig or gown, and solicitors to the various claimants on the opposite side of a long table. It was more like a board room discussion of directors than a judicial proceeding. One thing specially noticeable to the lay onlooker was the courtesy expressed in the voice and manner of the new Lord Chief Justice. That is his great characteristic. He is always kind, particularly to young barristers and nervous witnesses. He is known at the Law Courts as "the judge who never loses his temper."

July 4.-B.F. Tyndaree.
July 4.-B.F. Tyndaree.
July 4.-B.F. Tyndaree.
July 4.-B.F. Tyndaree.
July 4.-B.F. Tyndaree.

SAN FRANCISCO.
June 4.-J.P.L. Sashu Maru.
June 4.-J.P.L. Sashu Maru.
June 4.-J.P.L. Sashu Maru.
June 4.-J.P.L. Sashu Maru.
June 4.-J.P.L. Sashu Maru.

PORTLAND.
June 15.-A.L. Pawlet.

LOS ANGELES.
June 17.-S. & D. West Carmona.

VALPARAISO.
June 18.-Y. K. Awa Maru.

NEW YORK.
June 1.-O.S.K. Sashu Maru.

SOUTH AFRICAN PORTS.
June 1.-O.S.K. Sashu Maru.

DURBAN AND CAPE TOWN.
June 1.-O.S.K. Sashu Maru.

EUROPEAN PORTS.
June 1.-O.S.K. Sashu Maru.

BRINDISI, VENICE, & TRIESTE.
June 1.-O.S.K. Sashu Maru.

MARSEILLES.
June 1.-O.S.K. Sashu Maru.

LONDON.
June 1.-O.S.K. Sashu Maru.

PARIS.
June 1.-O.S.K. Sashu Maru.

ON NEW YORK.
June 1.-O.S.K. Sashu Maru.

ON BOMBAY.
June 1.-O.S.K. Sashu Maru.

ON CALCUTTA.
June 1.-O.S.K. Sashu Maru.

ON SINGAPORE.
June 1.-O.S.K. Sashu Maru.

ON BANGKOK.
June 1.-O.S.K. Sashu Maru.

ON PHILIPPINE ISLANDS.
June 1.-O.S.K. Sashu Maru.

ON MANILA.
June 1.-O.S.K. Sashu Maru.

ON SANDAKAN.
June 1.-O.S.K. Sashu Maru.

ON SAVA PORTS.
June 1.-O.S.K. Sashu Maru.

ON INDIAN PORTS.
June 1.-O.S.K. Sashu Maru.

ON CALCUTTA.
June 1.-O.S.K. Sashu Maru.

ON BOMBAY.
June 1.-O.S.K. Sashu Maru.

ON CALCUTTA.
June 1.-O.S.K. Sashu Maru.

ON SINGAPORE.
June 1.-O.S.K. Sashu Maru.

ON BANGKOK.
June 1.-O.S.K. Sashu Maru.

ON PHILIPPINE ISLANDS.
June 1.-O.S.K. Sashu Maru.

ON MANILA.
June 1.-O.S.K. Sashu Maru.

ON SANDAKAN.
June 1.-O.S.K. Sashu Maru.

ON SAVA PORTS.
June 1.-O.S.K. Sashu Maru.

ON INDIAN PORTS.
June 1.-O.S.K. Sashu Maru.

ON CALCUTTA.
June 1.-O.S.K. Sashu Maru.

ON BOMBAY.
June 1.-O.S.K. Sashu Maru.

ON CALCUTTA.
June 1.-O.S.K. Sashu Maru.

ON SINGAPORE.
June 1.-O.S.K. Sashu Maru.

ON BANGKOK.
June 1.-O.S.K. Sashu Maru.

ON PHILIPPINE ISLANDS.
June 1.-O.S.K. Sashu Maru.

ON MANILA.
June 1.-O.S.K. Sashu Maru.

ON SANDAKAN.
June 1.-O.S.K. Sashu Maru.

ON SAVA PORTS.
June 1.-O.S.K. Sashu Maru.

ON INDIAN PORTS.
June 1.-O.S.K. Sashu Maru.

BANKS. ASIA BANKING CORPORATION (AN AMERICAN BANK).

CAPITAL... U.S. \$ 4,000,000
RESERVE FUNDS... U.S. \$ 1,489,000

HEAD OFFICE: NEW YORK
BRANCH: SAN FRANCISCO

HEAD OFFICE FOR THE ORIENT: SHANGHAI

BRANCHES: CANTON, HANKOW, MANILA, TIENTSIN, CHANGSHA, PEKING, SINGAPORE.

D. M. BIGGAR, Manager.

MOGHUL PRINCESS. GRAVE JUST DISCOVERED.

TALE OF ANCIENT EAST INDIAN LOVE.

Delhi. (By Mail).—A very interesting archaeological discovery has recently been made in Delhi. While demolishing a mound on the police parade ground, the workmen discovered beneath it a well-built tomb. This tomb has been carefully examined by the officials of the Archaeological Department, and by several Oriental scholars at Delhi, and very little doubt remains that the marble slab marks the last resting place of the Emperor Aurangzeb's learned and highly accomplished daughter the Princess Zeb-un-Nisa.

This princess, whose name translated means "The Ornament of Womanhood," was the favourite daughter of the Emperor Aurangzeb, who reigned at Delhi from 1658 to 1707, in whose reign the Moghul dynasty reached the zenith of its power. The Emperor made her his counsellor on many affairs of state, and she possessed to a remarkable degree the confidence of her Royal father, who trusted very few people. For a time she was the keeper of the Royal Seal.

It was probably due to her father's wishes that she never married. It is said, however, that she was deeply loved by a young nobleman of great learning and a poet. She reciprocated his affections and their secret became known to the Emperor. One day while the young lover was on a visit to the Princess, the Emperor probably being informed of his presence, came to her apartments in the courtyard. There stood on an oven a huge cauldron such as is used for boiling water. The young man hid himself inside it. The Emperor asked the Princess what the cauldron contained. She answered that it contained bath water. He suspected the real contents, and ordered that a fire be lighted, to boil the water. The young man allowed himself to be roasted to death rather than bring disgrace on the Princess, and it is said that he did not as much as utter a sigh.

The Princess died in 1695 in the 37th year of her father's reign. She was one of the most interesting and charming personalities of Moghul times. Besides attaining to great proficiency in the Persian and Arabic languages, she was a poetess and an author of considerable merit. A commentary on the Koran written by her and called Zeb-un-Nisa is still extant. The Government of India is now taking steps to preserve and beautifully her tomb, so unexpectedly brought to light—Kokoi.

EXCHANGE.

Hongkong, May 31, 1921.

On London... 2/6
On demand... 2/6
On 4 months sight... 2/6
On 6 months sight... 2/6
On 12 months sight... 2/6

On Paris... 5/5
On demand... 5/5
On 4 months sight... 5/5
On 6 months sight... 5/5
On 12 months sight... 5/5

On New York... 48 1/2
On demand... 48 1/2
On 4 months sight... 48 1/2
On 6 months sight... 48 1/2
On 12 months sight... 48 1/2

On Bombay... 196 1/2
On demand... 196 1/2
On 4 months sight... 196 1/2
On 6 months sight... 196 1/2
On 12 months sight... 196 1/2

On Calcutta... 196 1/2
On demand... 196 1/2
On 4 months sight... 196 1/2
On 6 months sight... 196 1/2
On 12 months sight... 196 1/2

On Singapore... 108
On demand... 108
On 4 months sight... 108
On 6 months sight... 108
On 12 months sight... 108

On Shanghai... 113 1/2
On demand... 113 1/2
On 4 months sight... 113 1/2
On 6 months sight... 113 1/2
On 12 months sight... 113 1/2

On Yokohama... 102
On demand... 102
On 4 months sight... 102
On 6 months sight... 102
On 12 months sight... 102

On Hongkong... 102
On demand... 102
On 4 months sight... 102
On 6 months sight... 102
On 12 months sight... 102

On Canton... 102
On demand... 102
On 4 months sight... 102
On 6 months sight... 102
On 12 months sight... 102

On Hankow... 102
On demand... 102
On 4 months sight... 102
On 6 months sight... 102
On 12 months sight... 102

On Manila... 102
On demand... 102
On 4 months sight... 102
On 6 months sight... 102
On 12 months sight... 102

On Tientsin... 102
On demand... 102
On 4 months sight... 102
On 6 months sight... 102
On 12 months sight... 102

BANKS. HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL... \$15,000,000
RESERVE FUNDS... \$2,500,000

COURT OF DIRECTORS: G. T. M. Edkins, Esq., Chairman.

MANAGER: Mr. A. G. STEPHEN.

BRANCHES: LONDON, HONGKONG, SHANGHAI, PEKING, TIENTSIN, SINGAPORE.

HEAD OFFICE: LONDON.

BRANCHES: LONDON, HONGKONG, SHANGHAI, PEKING, TIENTSIN, SINGAPORE.

HEAD OFFICE: LONDON.

BRANCHES: LONDON, HONGKONG, SHANGHAI, PEKING, TIENTSIN, SINGAPORE.

HEAD OFFICE: LONDON.

BRANCHES: LONDON, HONGKONG, SHANGHAI, PEKING, TIENTSIN, SINGAPORE.

HEAD OFFICE: LONDON.

BRANCHES: LONDON, HONGKONG, SHANGHAI, PEKING, TIENTSIN, SINGAPORE.

HEAD OFFICE: LONDON.

BRANCHES: LONDON, HONGKONG, SHANGHAI, PEKING, TIENTSIN, SINGAPORE.

HEAD OFFICE: LONDON.

BRANCHES: LONDON, HONGKONG, SHANGHAI, PEKING, TIENTSIN, SINGAPORE.

HEAD OFFICE: LONDON.

BRANCHES: LONDON, HONGKONG, SHANGHAI, PEKING, TIENTSIN, SINGAPORE.

HEAD OFFICE: LONDON.

BRANCHES: LONDON, HONGKONG, SHANGHAI, PEKING, TIENTSIN, SINGAPORE.

HEAD OFFICE: LONDON.

BRANCHES: LONDON, HONGKONG, SHANGHAI, PEKING, TIENTSIN, SINGAPORE.

HEAD OFFICE: LONDON.

BRANCHES: LONDON, HONGKONG, SHANGHAI, PEKING, TIENTSIN, SINGAPORE.

HEAD OFFICE: LONDON.

BRANCHES: LONDON, HONGKONG, SHANGHAI, PEKING, TIENTSIN, SINGAPORE.

HEAD OFFICE: LONDON.

BRANCHES: LONDON, HONGKONG, SHANGHAI, PEKING, TIENTSIN, SINGAPORE.

HEAD OFFICE: LONDON.

BRANCHES: LONDON, HONGKONG, SHANGHAI, PEKING, TIENTSIN, SINGAPORE.

HEAD OFFICE: LONDON.

BRANCHES: LONDON, HONGKONG, SHANGHAI, PEKING, TIENTSIN, SINGAPORE.

HEAD OFFICE: LONDON.

BRANCHES: LONDON, HONGKONG, SHANGHAI, PEKING, TIENTSIN, SINGAPORE.

HEAD OFFICE: LONDON.

BRANCHES: LONDON, HONGKONG, SHANGHAI, PEKING, TIENTSIN, SINGAPORE.

HEAD OFFICE: LONDON.

BRANCHES: LONDON, HONGKONG, SHANGHAI, PEKING, TIENTSIN, SINGAPORE.

HEAD OFFICE: LONDON.

BANKS. THE MERCANTILE BANK OF INDIA, LTD.

PAID-UP CAPITAL... \$15,000,000
RESERVE FUNDS... \$2,500,000

COURT OF DIRECTORS: G. T. M. Edkins, Esq., Chairman.

MANAGER: Mr. A. G. STEPHEN.

BRANCHES: LONDON, HONGKONG, SHANGHAI, PEKING, TIENTSIN, SINGAPORE.

HEAD OFFICE: LONDON.

Arnhold Brothers & Co., Ltd.

Import Shipping
Export Engineering

HEAD OFFICE—SHANGHAI
BRANCHES—HANKOW, TIENTSIN, Peking, CHUNGKING,
CHINA, HONGKONG, CANTON, CHANG-
SHA, NEWCHANG, MUKDEN AND HARBIN.
AGENTS—LONDON AND NEW YORK.

Beautify your Home by using—

"SYNOLEO"

The famous "Oil Bound"

DISTEMPER (Colour-wash)

"SYNOLEO" is in paste form, and only requires thinning with Cold water to be ready for the Brush. Is easily applied.

"SYNOLEO" does not rub off on the Clothes. Colours fast to light and retain their appearance for years.

"SYNOLEO" is manufactured in the most delicate tints and the deepest shades.

"SYNOLEO" Is the latest product in Distempers, and is superior to all others—Commands a very large sale throughout China.

STOCKED IN HONGKONG & SHANGHAI in many attractive Colours.

TINT BOOK and full particulars from—
Branch Houses of Manufacturers—
WILKINSON, HEYWOOD & CLARK, LTD.
(Great Britain's Largest Paint Makers.)
Alexandra Buildings, HONGKONG. International Building, SHANGHAI.

TO-DAY'S CABLES.

(Reader's Service to the China Mail)

TRADE CREDITS SCHEME.

INDIA AND THE FAR EAST EXCEPTED.

LONDON, May 31.

The House of Commons passed resolutions extending the credit and insurance scheme throughout the Empire except India and the British possessions in the Far East which the Premier stated required certain consideration owing to conditions under which outstanding obligations had not been fully honoured. It was not desirable that credit facilities should be extended if they in any way prevented from traders discharging their full obligations. The department's decision as regards India and the Far East had been taken after consulting bankers, the India and the Colonial Office. The scheme did not extend there until there were conditions such as would obviate these differences. He emphasised that it was only when the banks did not take up business that the Government would step in. The scheme was entirely supplementary.

RECORD SUEZ CANAL PROFITS.

EARLY REDUCTION IN CHARGES FORESHADOWED.

PARIS, May 31.

Record profits for the Suez Canal Company last year totalling 267,000,000 francs are disclosed in the new report which foreshadows an early reduction of 25 centimes per ton in the shipping charges.

UPPER SILESIA.

BRITAIN APPROVES COMMITTEE OF EXPERTS.

PARIS, May 30.

The British Government has agreed to the constitution of the committee of experts on the Upper Silesian question but has expressed the opinion that the commission should be appointed by the Supreme Council and work in Upper Silesia.

TEXAS TERROR GANG.

WHITES AND NEGROES TARRED AND FEATHERED.

New York, May 30.

Masked raiders after the manner of the Ku-Klux Klan are terrorising various parts of Texas. They have tarred and feathered whites and negroes and inflicted more painful and serious indignities. They affirm that their object is to "uphold the supremacy of the white race." Their victims include a lawyer named Hobbs, of Houston, who was counsel in several negro divorce cases, also a white doctor.

WAR CAMP HORRORS.

CUELTY TO BRITISH PRISONERS PUNISHED.

LEIPZIG, May 30.

Captain Mueller was sentenced to six months' imprisonment for cruelty to British prisoners of war at Fläwy-le-Matel camp.

MORE TROOPS FOR IRELAND.

LONDON, May 30.

In the House of Commons at question time Mr. Lloyd George said that it was proposed to strengthen the Crown Forces in Ireland. It was not intended to send reservists thither.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE
(Direct)

"MACHAON" 13th June London, Rotterdam & Hamburg
"ANCHISES" 21st June London, Amsterdam & Antwerp
"LAOMEDON" 17th July London, Rotterdam & Hamburg
"MENTOR" 19th July London, Amsterdam & Antwerp

LIVERPOOL SERVICE
(Direct or via Continental Ports)

"HECTOR" 3rd June Rotterdam, Liverpool & Glasgow
"EURYADES" 9th June Genoa, Marseilles, Liverpool & Glasgow
"CANEA" 18th June Marseilles, Havre & Liverpool
"EURYADES" 10th July Genoa & Liverpool

PACIFIC SERVICE
(via Kobe and Yokohama)

"TALYBRIUS" 15th June Victoria, Seattle and Vancouver
"TYNDAROS" 6th July
"PROTESILAEUS" 3rd Aug.

NEW YORK SERVICE
(via Suez or Panama)

"K. COMPANION" 1st June via Panama

HOMEWARD PASSENGER SERVICE

"ANCHISES" 21st June for London
"MENTOR" 19th July for London
"TERESTIAS" 16th Aug. for London
"ASCANIUS" 30th Aug. for London

For Freight and all Information Apply to
BUTTERFIELD & SWIRE, AGENTS.

POST OFFICE NOTICES.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 5 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.		
From	Day	Time
TUESDAY, MAY 31.		
Shanghai	Andre Lebon	
WEDNESDAY, JUNE 1.		
Shanghai	Seiyang	
THURSDAY, JUNE 2.		
Shanghai	Chinkiang	
Japan	Arratoon Appear	
FRIDAY, JUNE 3.		
Straits	Tsuruga Maru	
SATURDAY, JUNE 4.		
Straits	Dunera	
SUNDAY, JUNE 5.		
Calcutta and Straits	Totomi Maru	
Japan	Malacca Maru	

OUTWARD MAILS.		
To	Day	Time
TUESDAY, MAY 31.		
Macao	Chuenchow	4.15 p.m.
Samsui and Wanchow	Taining	4.30 p.m.
Philippine Islands	Taiyohin	5 p.m.
Quanton and Tonsan	Yamaguchi	5 p.m.
Japan and Seattle	Edmore	5 p.m.
Seigon, Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa India via Durban, Aden, Egypt & EUROPE via MARSEILLES. Registration 5 p.m. on Wednesday, 1st June 8.30 a.m.	Andre Lebon	
WEDNESDAY, JUNE 1.		
Holbow and Haiphong	Lokang	8 a.m.
Seigon, Straits, China, Japan, Canada, United States, Central and South America & EUROPE via VICTORIA, B.C. Registration 5.45 a.m.	Telmachus	9 a.m.
Letters 9.30 a.m.	Fushimi Maru	
Straits, Bangkok, Calcutta and ADEN	Chakras	1 p.m.
Seigon, Straits, and Bangkok	Kishu Maru	2 p.m.
Cebu	Alcor	2 p.m.
Straits, Bangkok, Egypt and EUROPE via LIVERPOOL. Registration 4.15 p.m.	Hector	
Letters 5 p.m.		
The Parcel Mail will be closed on Wednesday, 1st June at Noon.		
THURSDAY, JUNE 2.		
Straits, Amoy, and Tientsin	Bobu Mar	9 a.m.
Straits, Amoy, and Tientsin	Shensi	9 a.m.
Shanghai and North China	Stamming	10 a.m.
Amoy, Straits, and Bangkok	Lina	1 p.m.
Shanghai and North China	Passy	2 p.m.
Straits and Bangkok	Wingching	2 p.m.
Straits	Hydrangea	3.30 p.m.
FRIDAY, JUNE 3.		
Fort Bayard, Holbow and Haiphong	Herai	8 a.m.
Straits, Amoy, and Tientsin	Hopang	9 a.m.
Shanghai and North China	Fookiang	9 a.m.
Amoy, Straits, and Bangkok	Yuenang	9 a.m.
Shanghai and North China	Changchow	9 a.m.
Straits and Bangkok	Hakong	11 a.m.
SATURDAY, JUNE 4.		
Shanghai and North China	Seiyang	3 p.m.
Holbow, Pakhoi and Haiphong	Kailong	5 p.m.
SUNDAY, JUNE 5.		
Straits, Amoy and Keelung	Amakura Maru	9 a.m.
MONDAY, JUNE 6.		
Sandakan	Huising	11 a.m.
TUESDAY, JUNE 7.		
Straits, Amoy and Fookchow	Halbong	11 a.m.
Shanghai and North China	Ezechuen	11 a.m.
FRIDAY, JUNE 10.		
Shanghai, North China, Japan, Honolulu, Canada, United States, Central & South America & EUROPE via SAN FRANCISCO. Registration 5.45 a.m. Letters 10.30 a.m.	Eberle Maru	
MONDAY, JUNE 13.		
Amoy and Philippine Islands	Taiwan	5 p.m.

*Correspondence bearing names only

KINEMA NOTES.

HONGKONG THEATRE.

Thos. H. Ince presents Charles Ray in "The Son of his Father," a fine story of love, youth and ambition. This is a paramount Star attraction in five parts. It will be screened at the Hongkong Theatre from today at the Matinee and 9.15 p.m. shows until Friday night. A specially good comedy will be given also. A new orchestra will soon be organized.

"THE LOST CITY."

The first two episodes of the Coronet's new serial "The Lost City" are now being shown. Already the film shows distinct signs of proving one of the most popular and successful serials shown at this theatre. It has all the elements necessary to achieve this result. There are unusual scenes and thrilling situations which hold the attention the whole time. Photography again is a strong point, especially with regard to animals. Among the most sensational scenes is that of the lions from which the heroine is rescued by means of an aeroplane. It is closely rivalled by that in which she is threatened by alligators. It is certain that further episodes of this story will be eagerly looked for.

A picture of local interest is that composed of scenes taken at the recent V.R.C. sports. They have been well taken and several people will have the opportunity of seeing themselves on the screen. A Chaplin picture completes an excellent programme.

WEATHER REPORT.

May 31st. 11h. 55m.—Pressure has decreased moderately from Fookchow to Hongkong, and slightly over the Philippines and Indo-China. It is lowest over S.W. China.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.16 inch. Total since January 1st, 35.73 inches, against an average of 23.32 inches.

Forecast for the 24 hours ending at noon on June 1st.

1.—Hongkong to Gok Rock. S. winds, moderate; squally, showery.

2.—Formosa Channel. The same as No. 1.

3.—South coast of China between Hongkong and Lanchow. The same as No. 1.

4.—South coast of China between Hongkong and Hainan. The same as No. 1.

ROYAL OBSERVATORY, HONGKONG.

DAILY WEATHER REPORT.

MAY 31, 1931.—a.m.

Station.	Height.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Weather.
Victoria Peak	561	29.91	83	78	S	1	b
Namuro	561	29.91	83	78	S	1	b
Hankow	561	29.91	83	78	S	1	b
Kobe	561	29.91	83	78	S	1	b
Kochi	561	29.91	83	78	S	1	b
Nagasaki	561	29.91	83	78	S	1	b
Kagoshima	561	29.91	83	78	S	1	b
Osaka	561	29.91	83	78	S	1	b
Yokohama	561	29.91	83	78	S	1	b
Shanghai	561	29.91	83	78	S	1	b
Amoy	561	29.91	83	78	S	1	b
Swatow	561	29.91	83	78	S	1	b
Tientsin	561	29.91	83	78	S	1	b
Peking	561	29.91	83	78	S	1	b
Harbin	561	29.91	83	78	S	1	b
Manchuria	561	29.91	83	78	S	1	b
Japan	561	29.91	83	78	S	1	b
Philippines	561	29.91	83	78	S	1	b
Formosa	561	29.91	83	78	S	1	b
India	561	29.91	83	78	S	1	b
Ceylon	561	29.91	83	78	S	1	b
Sumatra	561	29.91	83	78	S	1	b
Java	561	29.91	83	78	S	1	b
Batavia	561	29.91	83	78	S	1	b
Sourabaya	561	29.91	83	78	S	1	b
Manila	561	29.91	83	78	S	1	b
Cebu	561	29.91	83	78	S	1	b
Iloilo	561	29.91	83	78	S	1	b
Baguio	561	29.91	83	78	S	1	b
London	561	29.91	83	78	S	1	b
Paris	561	29.91	83	78	S	1	b
Berlin	561	29.91	83	78	S	1	b
Vienna	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b
Stockholm	561	29.91	83	78	S	1	b
Helsinki	561	29.91	83	78	S	1	b
Oslo	561	29.91	83	78	S	1	b</